United States Railway Association

Preliminary System Plan

Volume II

PRELIMINARY SYSTEM PLAN, VOLUME II
for restructuring
Railroads in the Northeast and Midwest Region
pursuant to the
REGIONAL RAIL REORGANIZATION ACT OF 1973

February 26, 1975

The Preliminary System Plan has been divided into two volumes. A great deal of interest has developed over the issue of light-density, local service rail lines and USRA has given detailed treatment to each line segment under study.

Volume II deals exclusively with the light-density line issue. It is composed of two parts; Part I includes the following:

Chapter 16, The Problem of Light-Density Lines

This chapter discusses the light-density line issue in detail, with particular emphasis on the potential impact upon shippers and communities in the Region. In part, this chapter includes text found in Chapter 7.

Chapter 17, The Light-Density Line Study Procedure

This chapter defines the method used to compare the costs of providing safe and efficient rail service with the actual revenues from existing or projected traffic over each branch line.

Chapter 18, Railroad Marine Operations

This chapter explains the methods used to analyze car-ferry operations which, in essence, were considered as light-density branch lines and subject to the same analytical procedures.

Part II includes the following:

Appendix J, Community Impact of Abandonment of Railroad Service

The Public Interest Economics Center, under contract to USRA, considered the relationship of curtailed rail service to job losses and associated increases in unemployment and community benefit costs in the Region. This Appendix summarizes the way these economic effects were analyzed at the individual county level.

Appendix K, Line-by-Line Analysis and Recommendations

This Appendix presents information gathered from railroads, shippers, public officials and the general public which was the basis for recommendations for inclusion of specific light-density line segments in the ConRail system.

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FOREWORD by ARTHUR D. LEWIS

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VOLUME II — PART 5

Light-Density Lines Study
and
Railroad Marine Operations

16

The Problem of Light-Density Lines[1]

A review of the history of rail service in the Region shows that in early years the rail industry was dominated by local, short-haul traffic. In more recent years, however, as local and regional characteristics began to shift, the rail system lost valuable traffic to alternative modes, primarily trucks. Ultimately, some rail lines which at one time were self-sustaining could no longer generate sufficient traffic and produce adequate revenues to contribute financially to the system.

The 93rd Congress, in composing the Regional Rail Reorganization Act of 1973, endorsed a two-pronged approach to restructuring the bankrupt system: create a financially self-sufficient, for-profit, private corporation (Title III) and maintain essential, but unprofitable, services through a program of rail service continuation subsidies (Title IV).

It was apparent during Rail Services Planning Office public hearings in 1974 that the abandonment of light-density, unprofitable branch lines would have detrimental impacts. The magnitude of such impacts is difficult to measure—especially if the measurement is prospective rather than historical. Based on preliminary analysis, the Association believes that subsidization can ease some of these effects. The total subsidy figure (both federal and local share combined) will not exceed the funding authorized in the Act for the first two years of ConRail's operation.

[1] A major portion of this chapter also appears as Chapter 7 in Volume 1.

This chapter discusses the light-density issue in detail, including the potential impact upon shippers and communities in the Region. USRA has attempted to provide the data and the tools necessary for communities to assess the effects of discontinuance of rail service or diversion to alternate modes. The chapter also presents the alternatives for states, local jurisdictions and private industry to consider in dealing with light-density lines.

Of all the issues raised since Congressional enactment of the Regional Rail Reorganization Act of 1973, none has been the subject of more discussion and debate than the future of the light-density or branch-rail lines.

The Department of Transportation Report was issued on February 1, 1974. It labeled 15,575 miles of the 61,000 miles of track it studied as potentially excess. Since that time, the testimony of the public at the RSPO hearings and the January 10, 1975, RSPO comments on the Report focused on the light-density line issue. What is the problem, and what are its dimensions? What is the solution in the Preliminary System Plan, within the limits of the Act?

Light-Density Lines in Perspective

At the time of the original rail construction in the Region, trackage networks of individual railroad companies were small—designed to meet the real or anticipated requirements of a limited area. Track connections were built almost at random between communities to facilitate the flow of goods and to permit competition with other railroads. There was no overall regional design to the rail network. Local service and local traffic flows dominated the business.

The Nation's population, industry and commerce were concentrated in the area bounded by the Mississippi River on the west and the Ohio River on the south, and consequently the rail system was far more comprehensive in the Midwest and the Northeast than in the rest of the country.

Even before the maximum system size was attained in 1916, the composition of rail services was changing. As natural resources in an area were exhausted, or as production locations shifted, or as anticipated demands for certain services failed to materialize, the need for rail service changed. Thus, even though there was growth in the overall rail system, service was being withdrawn from some areas.

The industry's rapid unplanned expansion and overextension created many lines which never were economical, but of far more significance to unprofitable operations have been the technological development of alternate modes of transportation, the shifts in production and distribution technologies or locations and shifts in the final demand for goods and services. Often these factors moved together.

Development of the motor-carrier industry, for example, reflected improvements in the basic technology of that form of transportation (including the construction of modern highways), and produced shifts in location of economic activity to suburban areas and rapid growth of light manufacturers and services relative to heavy manufactures and mining (see Chapter 1). Similarly, pipeline operations achieved large increases in technological efficiency during the shift from coal to petroleum fuels and produced the relocation of much economic activity from the Northeast to the Gulf states.

A major factor was the extensive development of inland waterways which diverted from rail services a large volume of bulk products. As a consequence of these changes, traffic which had been carried almost entirely by the rail industry was captured by competitive modes, causing readjustment problems for the Northeast and Midwest Region in particular. These fundamental, structural changes are continuing today.

The rise of the trucking mode is of greatest importance with respect to intermodal competition and demand shifts and their impact on light-density lines. As the railroads themselves had once been a revolutionary force in facilitating the development of previously inaccessible areas, the development of modern highways and the motor-carrier industry has revolutionized the transportation patterns in the Region. The improvement of "farm to market" roads and the highway network generally made agriculture and small manufacturing less dependent upon small rural communities and their rail lines serving them.

Traffic originating from these communities became more suitable to trucking than rail service; often rail lines in agricultural areas were left with no traffic other than once-a-year movements of crops. Highway improvements also promoted a vast increase in private auto ownership and resulted in the virtual disappearance of local rail passenger service.

Improved highways and the rise of the motor-carrier industry permitted decentralization of much

urban-based commerce. Heavy manufacturing and shipping activities had clustered around rail facilities located in the central city, but the development of efficient motor carriers and modern highways accelerated migration of industrial activity and population from city centers to the suburbs and from the Northeast and Midwest to the South and West. These relocations often reduced the distance which commodities had to move, thereby enhancing the ability of motor carriers to compete effectively for the traffic.

Redundant rail capacity has resulted, too, from changes within the rail industry itself. One factor was direct increases in capacity brought about by such improvements as centralized traffic-control systems, automated yards, larger freight cars and more powerful locomotives. Another factor is that reorganizations of the industry—in particular, railroad mergers and traffic reroutings—made some trackage unnecessary.

The industry has sought lower unit costs through better utilization of equipment and economies of scale. Mergers were undertaken to attain the traffic levels and system size thought necessary to realize these economies. Mergers, particularly when they involved parallel rail carriers, presented opportunities to downgrade or retire one of two main lines, plus internally redundant feeder and branch line systems that were an amalgamation of the lines of the merged entities. Traffic rerouting and service restructuring often eliminated the economic justification for what had been main and secondary lines.

In sum, the Region's rail system has long faced a transition problem of substantial proportions. Rail lines which at one time were self-supporting have been left with inadequate traffic and revenue. Many such lines remain today, still draining the financial and competitive strength of rail carriers.

Railroads Try To Adjust

Railroads have engaged in a number of practices to adjust to the redundant capacity which developed from the processes of the past and which continue today. These efforts include service reduction, deferral of maintenance, internal cross subsidies and the abandonment of lines.

Reduction of service is an almost automatic—albeit usually lagged—response to a decline in traffic. Train service typically is scheduled; those schedules are adjusted after traffic declines are noted and identified as permanent. The effectiveness of this approach is tempered by two factors. First, service reductions may have the effect of forcing some of the remaining traffic to motor carriage, thereby further eroding the financial condition of the line. Second, limited service reductions often result in only minor savings.

Deferral of roadway maintenance also tends to be an automatic but lagged response to a decline in traffic, especially when the carrier's earnings are low. Reduction in roadway maintenance levels reduces operating expenses in the near term, with little or no impact on revenues in the short run. This process can be called gradual disinvestment.

Railroad profits closely follow general trends in the economy. Since internally generated cash flow is almost the only source of funds for maintenance-of-way, it is general industry practice to defer maintenance during periods of low earnings and to try to catch up when earnings are high. When maintenance is deferred for long periods and when the level of catch-up maintenance fails to equal accumulated deferrals, the basic plant deteriorates, and the ability to provide service is reduced with a consequent adverse effect on revenues. The cycle tends to be self-generating and, if continued long enough, facilities deteriorate until safe operation is impossible without improvements to the plant.

By definition, wherever a continuing service fails to cover its costs, an *internal cross subsidy* results (see Chapter 2). Deficits produced by such services are offset by higher rate levels on other services or by erosion of shareholders' equity. Cross subsidies can be justified only where the service being supported is likely to revive and return to profitability in the near term. Prolonged cross subsidy benefits neither the carrier nor, obviously, other shippers who must pay higher rates.

Deferral of roadway maintenance results in an erosion of shareholders' equity and can be maintained only for a limited period if the investment base is to be maintained. Continued erosion has a dual adverse effect. First, erosion of the equity inevitably affects the ability to provide service. Continuing erosion has an impact first on the secondary lines and services and then on the primary facilities, such as heavy-density main lines. Second, lower profit levels associated with cross subsidies will raise the carrier's cost of capital and limit its ability to replenish and revitalize the eroded investment base.

The final course of action available to a railroad is *abandonment.* Since 1920, the Interstate Commerce Commission has had authority to control the abandonment of rail mileage. The abandonment procedure involves the preparation and submission by the railroad to the ICC of an application containing information pertaining to the line and the size of its reported deficit and the carrier's financial ability to bear the loss.

The ICC may hold public hearings on the proposal before weighing the evidence and deciding whether retention of the line meets the test of "public convenience and necessity." Since passage of the National Environmental Policy Act of 1969, and as a result of subsequent court cases, the ICC must also prepare an environmental impact statement on the abandonment decision (see Chapter 11).

An inadequate and protracted adjustment process hurts the shippers and communities served as well as the carriers. Declines in the quality and quantity of rail service and increased cost and rate levels speed the process of industry outmigration and limit the ability to attract new industry. This, in turn, gradually affects the individual community and its population and employment base. These effects are considered in more detail in the latter part of this chapter.

Service Discontinuance in the Past

The filing of abandonment applications has been cyclical, reflecting carrier earnings levels and inability to continue cross subsidies. The limited abandonment activity between 1920 and 1927 reflected satisfactory profit levels and little intermodal competition. Between 1928 and 1941, however, there were a great many abandonments due to the decline of traffic during the Depression and the effects of motor carrier competition.

Between 1942 and 1953, abandonment activity slowed amidst a surge of freight and passenger traffic. In addition, in 1942 the Supreme Court upheld the right of the ICC to include employee protection conditions in abandonment authorizations. This changed the rules for abandonment and reduced the potential cost savings.

Abandonments were at a relatively high level between 1954 and 1969, reflecting the advent of the Interstate Highway System and several economic downturns during the period. Since 1969, there has been an increase in abandonment applications as a consequence of the continued diversion of traffic to competing modes and the industry's depressed earnings level.

Between 1920 and 1970, railroads filed 4,473 abandonment applications involving 73,555 miles. In the majority of instances, the abandonment petition was approved. Carriers have become sophisticated in predicting which applications will be approved—hence the high success rate.

If a carrier is uncertain of the outcome, it usually will choose to continue the line in operation but reduce maintenance expenses, impairing service which in time may be reduced to the point of de facto abandonment. When a line finally reaches the abandonment process, it usually affects little traffic directly and the cost of rehabilitating facilities makes the abandonment decision a clear-cut one.

The abandonment process has been less than adequate. Until the ICC adopted new procedures, including the so-called "34-car rule," hearings and review of public convenience factors were undertaken separately for each application. Each line was considered in isolation from other uneconomic trackage operated by the carrier or by all carriers in a given area. There was little or no interactive planning among the various railroads and with the affected communities in a geographic area. For this reason, continuation of the piecemeal abandonment process could well result in the loss of more service than is necessary.

Of equal importance, however, to a full understanding of the problem is that gradual extension throughout the Region of that process of *de facto* abandonment mentioned above. This has happened to far too many shippers and communities—often almost without their notice. No shipper or community is well served by a continuation of such a practice, and it is the Association's desire—as hereinafter developed—not only to halt such a practice but gradually to improve rail service on those branch lines which do pass the test of economic viability as promptly as the availability of material will allow.

USRA and Light-Density Lines

The light-density line issue presented USRA with a significant challenge. The 1974 DOT report dealt with solvent as well as bankrupt carriers, but the Association's planning is limited to the light-density lines of the "railroads in reorganization" under the Act. The DOT report found 15,575 miles of the 61,000 miles of track it studied as "potentially excess." USRA found 9,600 miles of track of the bankrupt railroads as appropriate for study. Of that amount, about 3,400 miles have been recommended for inclusion in ConRail. The remaining 6,200 miles of track are available for subsidy under Title IV of the Act. USRA evaluated such light-density lines in light of its congressional mandate to provide "adequate service" through an "economically viable" rail system.

The debate in Congress on the Act and the committee reports are replete with references to the "for profit" operating company (ConRail) to be created under the Act. Subsequent Special Court and Supreme Court decisions have made clear USRA's responsibility to follow this directive of the Congress, while pursuing as well the other goals set forth in the Act. Clearly it must plan for an economically viable ConRail. Failure to do so would leave Congress and the Nation exactly where they were in 1973—with bankrupt carriers.

Some have asserted that the light-density line problem is *the* critical issue for the bankrupt carriers; others contend that the problem is insignificant. While other areas exist where the impact on net income is as great as that caused by light-density lines, the deficits from branches are nevertheless significant; estimated losses are at least $38 million a year. A lower deficit can be assumed only by accepting the premise that services should continue over facilities which are so debilitated that they fail to meet safety standards for 10 m.p.h. operation, a premise which can only result in their ultimate abandonment when the plant becomes totally inoperable. The estimated costs to ConRail are predicated on maintenance sufficient to maintain safe opera-

tions at 10 miles an hour. The implications of such losses on ConRail viability are significant.

The inclusion of all light-density lines in the ConRail System would require a "cross subsidization" of the service provided on those lines that do not generate revenues adequate to cover costs. Cross subsidy is the process through which money-losing services are continued in operation by using profits from other service. When the railroads were, in effect, a monopoly insofar as transportation of freight and people were concerned, this was a valid concept. The monopoly power was accepted in part because it provided subsidized services at no cost to the government.

The basic factors which have adversely affected the profitability of the rail industry are discussed elsewhere, (see Chapter 1). They have reduced the economic base that allowed the railroads to provide internal subsidies to deficit services. Railroad companies through lower profits and shippers through higher rates have carried the brunt of the cross subsidy load.

The cross subsidy concept has lost its validity in the railroad industry. Once defensible and rational, cross subsidies now, including those for branch lines, are threatening the existence and reducing the quality of service in the railroad system. Accordingly, the Association explicitly rejected the cross-subsidization concept, determining that, in the context of the Act, to do otherwise would be inimical to the goals of the Act.

A correlation between light-density lines and the viability of the restructured system is made by the Congress and the courts. The House Interstate and Foreign Commerce Committee report on the Act states: "The Committee recognized the necessity for 'slimming down' the system allowing Northeast systems to throw off the excess trackage in an effort to become profitable." (House Report 93–620 p. 28). There are numerous references in the congressional debate on the Act concerning the need to reduce the size of the system (both duplicative lines and uneconomic light-density lines) if the mandate of a financially self-sustaining rail system is to be achieved. The Supreme Court viewed the problem this way: "Congress concluded that solution for the crisis required reorganization of the railroads, *stripped of excess facilities*, into a single viable system operated by a private, for-profit corporation." (Emphasis added) (Regional Rail Reorganization Act, slip opinion, December 16, 1974, pp. 3–4.)

In discussing the Tucker Act remedy, the Special Court noted that Court of Claims judgment could be "nonexistent and . . . need not be large" if the Association follows a "sufficiently hard-nosed course [in dealing with unprofitable services] and Congress allows a sound plan to become effective." (Special Court Regional Rail Reorganization Act of 1973, slip opinion, September 30, 1974, ft. 98 p. 92).

In view of the legislative history and the subsequent court interpretations of congressional action, there can be little doubt that USRA must present a plan that requires economic self-sufficiency of the light-density lines to be included in the ConRail system.

Reconciling the Goals of the Act

It is important to note that the eight goals of the Act apply to the entire Federal System Plan. It would be a gross distortion to attempt to apply them individually to any single aspect of the Plan or, carried to an extreme, to each individual light-density line.

Some of the goals themselves are in conflict, and it is impossible to give them all equal weight. Adjustment and accommodation being inevitable, USRA has sought to balance the Act's objectives and goals. What became clear in the process was the fact that, unless a viable system is achieved, the other goals of the Act could not be achieved.

Congress apparently recognized the primacy of the goal of economic self-sufficiency, particularly with regard to light-density lines. The House Interstate and Foreign Commerce Committee report on the Act stated: "It recognized the need for safeguard for small areas, to be able to continue essential service which is not economical for the carrier. This was recognized as a social cost to be borne by the government." (House Report 93–620, pp. 28–29). To provide the necessary public support, Congress included the "Rail Service Continuation Subsidies" authorized by Section 402 of the Act.

Light-Density Line Alternatives

Even though Congress, the DOT report, and railroad experts all assumed that the regional rail system was over-extended with excess capacity and that profitability was inexorably tied to the elimination of uneconomic service, USRA did test that assumption.

It is the Association's judgment that the light-density lines are a significant part of the total industry problem in the Region. The overcapacity of the system, the overlapping service areas of the bankrupt carriers, the extremely poor physical condition of the light-density lines, the amount of money and material needed to upgrade the track, the operating deficits on the light-density lines—all made clear the impossibility of building a restructured system with service continuing on all branch lines.

After reaching the conclusion that the goals of the Act could not be met by including all light-density lines in the restructured system, the Association then had to decide which branch lines to recommend for inclusion in ConRail. To exclude every line that failed to show a profit would have eliminated lines that could become financially self-sustaining with small revenue increases and relatively short-term traffic growth. Pru-

dent business management compels inclusion of such lines in the ConRail system.

Also rejected was the alternative of transferring all unprofitable lines to solvent railroads in the Region. Not ruled out, however, was the transfer of individual lines in which a solvent carrier may be interested. The Association will provide any interested solvent carrier with all of the data in its possession to assist in the evaluation of the transfer of individual lines from bankrupt to solvent carriers. It must be emphasized, however, that such actions by solvent carriers are voluntary and cannot be mandated by the Association.

The Act, its history and the interpretative judgments of the courts left the Association with only one realistic alternative. That is including financially self-sustaining lines or those likely to become so in the near term in ConRail and making the other lines available for the rail continuation subsidies authorized by Title IV of the Act. In addition, Title IV makes loans available to public bodies for purchasing and rehabilitating lines that are required, in their judgment, for social and economic purposes.

Rail Service Continuation Subsidy Program

As noted above, the Interstate and Foreign Commerce Committee Report on the Regional Rail Reorganization Act of 1973 stated:

> The Committee recognized the necessity for slimming down the system—allowing the Northeast system to throw off the excess track in an effort to become profitable. It recognized the need for safeguards for small areas, to be able to continue essential service which is not economical to the carrier. This was recognized as a social cost to be borne by the government. (House Report 93-620, pp. 28-29.)

Title IV provides the means by which essential services may be continued through governmental assumption of the social costs.

Rail service continuation subsidies can be used to cover the "costs of operating adequate and efficient rail service, including where necessary improvement and maintenance of track and related facilities" (Section 402(j)). The federal government share of the subsidy for any light-density line is 70 percent, with state and/or local government or shippers putting up the remaining 30 percent of the cost.

The Act (Section 401(a)) states that rail service continuation subsidies should be used where "the cost to the taxpayers of rail service continuation subsidies would be less than the cost of abandonment of rail service in terms of lost jobs, energy shortages and degradation of the environment."

Of the nearly 9,600 estimated miles of active lines under study, it appears that 3,400 miles will be recommended for inclusion in the restructured system. This means that about 6,200 miles are available for participation in the rail service continuation subsidy program.

The Act authorizes $90 million for each of 2 years to meet the federal share of the 70 percent subsidy cost. Of this amount, $45 million is apportioned to the eligible states and $45 million is allocated to the Secretary of Transportation to be distributed at his discretion.

It appears now, however, that the total cost of continuing service for the first year on *all* of the light-density lines not included in ConRail will not exceed $38 million. It could be lower. This means that the federal share would not exceed $27 million, with the states' share for the entire Region standing at $11 million.

Under the Act, the Rail Services Planning Office (RSPO) has the responsibility as outlined in Section 205(d)(4) to:

> . . . assist State and local and regional transportation authorities in making determinations whether to provide rail service continuation subsidies to maintain in operation particular rail properties by establishing criteria for determining whether particular rail properties are suitable for rail service continuation subsidies. Such criteria should include the following considerations: Rail properties are suitable if the cost of the required subsidy per year to the taxpayers is less than the cost of termination of rail service over such properties measured by increased fuel consumption and operational cost for alternative modes of transportation; the cost to the gross national product in terms of reduced output of goods and services; the cost of relocating or assisting through unemployment, retraining, and welfare benefits to individuals and firms adversely affected thereby, and the cost to the environment measured by damage caused by increased pollution.

The rail service continuation subsidy program is to be administered by the Department of Transportation. In order to become eligible, a state must undertake to meet the requirements Congress set forth in Section 402(c) of the Act. They are:

> (1) The State has established a State plan for rail transportation and local rail services which is administered or coordinated by a designated State agency, and such plan provides for the equitable distribution of such subsidies among State, local, and regional transportation authorities;
>
> (2) the State agency has the authority and administrative jurisdiction to develop, promote, supervise, and support safe, adequate, and efficient rail services; employs or will employ, directly or indirectly, sufficient trained or qualified personnel; and maintains or will maintain adequate programs of investigation, research, promotion, and development with provision for public participation;
>
> (3) the State provides satisfactory assurance that such fiscal control and fund accounting procedures will be adopted as may be necessary to assure proper disbursement of, and accounting for, Federal funds paid under this Title to the State; and
>
> (4) the State complies with the regulations of the Secretary issued under this Section.

Under this Act, the Association does not have a role in determining which lines should be subsidized. Indeed, the needed planning and decision making process is clearly in the hands of the state. Nevertheless, the Association has taken certain steps which may provide assistance to the state and local governments.

A handbook has been prepared for use by state and local agencies which describes detailed procedures

which can be used to estimate the effects of the removal of a branch line on the community so as to help it reach a conclusion as to whether a line should be subsidized.

Impact on Communities and Shippers

The potential effects of the Final System Plan are both regional or system-wide and local. The Association is specifically directed to consider both.

The Association believes it is the responsibility of the states to undertake or coordinate the analyses of potentially adverse local impacts. To facilitate the most complete consideration of these potential impacts, one of the responsibilities of the RSPO is to solicit, evaluate and make available the views of the public, as well as those of state and federal officials.

Consideration of all but one of the regional impacts is contained in other chapters of this Plan. This chapter responds to Section 206(a)(8) of the Act, which requires that the Final System Plan be formulated in such a way as to minimize "job losses and associated increases in unemployment and community benefit costs in areas in the Region presently served by rail service."

The Region represents a significant portion of the Nation's economic activity, containing approximately 38 percent of the employment, 55 percent of the personal income and 48 percent of the population of the Nation. There could be a significant adverse local, industry-wide or regional impact from reductions in the size of the rail system. However, four factors serve to diminish the potential widespread impacts.

First, the planning process is directed toward the revitalization of the system as well as its restructuring, and many users will benefit greatly from improvements in rail service.

Second, the restructured system will represent a sizeable portion of the Region's rail system—a system that will continue to be extremely comprehensive even if none of the excluded lines are subsidized. Virtually all areas of the Region will continue to have access to rail service.

Third, the ubiquity of highways and the ready availability of private, contract and common motor carriage serve further to diminish the potential impacts of reductions in the size of the rail system in any given area. Depending on the costs to the shipper, motor carriers could provide the entire transportation service or a portion of it, with the joint use in some cases of rail or water carriers.

Fourth, almost by definition the adverse economic effects of abandonments tend to be minimal except for quite specific local communities and shippers that are involved directly. Lines identified for either subsidy or abandonment are by definition lines with very low traffic volume.

The formulas used by the Association almost automatically include those lines in ConRail whose volume of rail traffic is significant. If a line does not qualify for inclusion in ConRail or for service by an adjacent profitable carrier, its volume of traffic is sufficiently low that the radius of adverse impact from abandonment is very limited.

Any adverse effects of the discontinuance of service along certain rail lines will flow into the area's economy through the impact on the specific shippers that use them. The actual magnitude of the impacts will depend on the effect of increased production costs on the firm's market and profit and on the effectiveness of management in its attempts to minimize potential adverse effects. These factors depend, in turn, on the relative importance of transportation costs to total costs, the availability and substitutability of other modes and the firm's ability to pass cost increases forward through price increases. All these factors vary from area to area and shipper to shipper.

Analysis of the potential area impacts from a reduction in the size of the rail system was undertaken by the Association with the assistance of the Public Interest Economic Center. The scope of the analysis, which is discussed at greater length in Appendix J, was dictated by two factors.

First, the analysis had to be completed prior to the development of specific recommendations concerning each line which is a candidate for inclusion in the restructured system. Therefore, the analysis had to consider the potential adverse social and economic impacts resulting from the discontinuance of service over the lines declared potentially excess by the Department of Transportation in the Secretary's Report of February 1, 1974, not the lines studied by the Association.

Analysis based on these lines significantly overstates the potential impact. A total of 15,600 miles of track of both solvent and bankrupt railroads in the Region was declared potentially excess in the Secretary's Report while the Preliminary System Plan, covering only the bankrupt carriers, would make 6,200 miles of road eligible for rail service continuation subsidies.

The second factor affecting the scope of the analysis is the magnitude of the potential adverse effects. The lines declared potentially excess have, by definition, very low usage levels. As a consequence, estimates of the potential effects at the regional and state level likely would be overwhelmed by the magnitude of the continuing activity. To obtain usable estimates, the analysis of economic impact was undertaken at the county level, and 510 counties in the Region were studied.

A more definitive analysis of the economic impact on local communities that might result from a discontinuance of rail services or from a substantially improved rail service would have been preferable. However, a more sophisticated and individualized analysis proved to be impossible because of time and budgetary

constraints. The information and evaluation derived from the RSPO hearings will be taken into account carefully as the Final System Plan is developed.

The elements subjected to analysis were the potential reductions in employment and income and the potential increase in transportation costs. The basic inputs were the employment and payroll data for the several relevant types of productive activity. Certain types of activity were excluded from the analysis because they do not make significant direct use of rail transportation. The excluded activities included fisheries, public utilities (except electricity and gas suppliers), service industries (except wholesale and retail trade), financial services and personal services such as amusement, medical and legal services.

For the remaining activities, it was assumed that, if the county would lose any rail lines, all plants in the county, whether they actually use this service or not, would be affected directly. This assumption, which overstates the potential impact, is made necessary by the aggregate nature of the data.

The actual calculation proceeded in two steps. Each industry in a county was treated initially as if all plants used the national average rail service for inbound and outbound movements. These results were then reduced by the ratio of the traffic generated on potentially excess lines to the total traffic for the U.S. DOT zone containing the involved county.

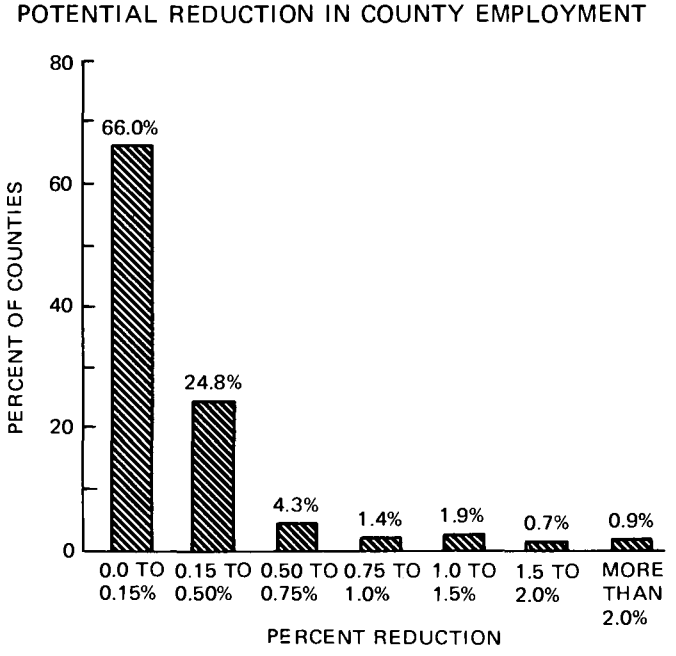
In computing the increased costs of alternative transportation, the difference between estimated rail and common motor carriers costs was used. The two most important alternatives excluded by this approach are private carriage and trailer-on-flat car or container-on-flat car service. Because increased transportation costs are the most significant impact identified by the analysis, inclusion of these two services probably would have reduced the impact.

Results of the Community Impact Analysis

The results of the analysis are summarized in Figures 1–3. They indicate that the potential overall impact from the termination of rail service on all of the potentially excess lines of the DOT report represents a very small proportion of the counties' existing economic bases. Figure 1 indicates that in only 15 of the 451 counties did the estimated decrease in industrial employment exceed 1 percent. Figure 2 shows that the potential reduction in county income is less than 1 percent in 80 percent of the counties. Figure 3 indicates that the potential increase in transportation costs as a percent of income is less than 1 percent in 99 percent of the counties studied. In only 32 of the 510 counties studied do any of the projected impacts exceed 2 percent.

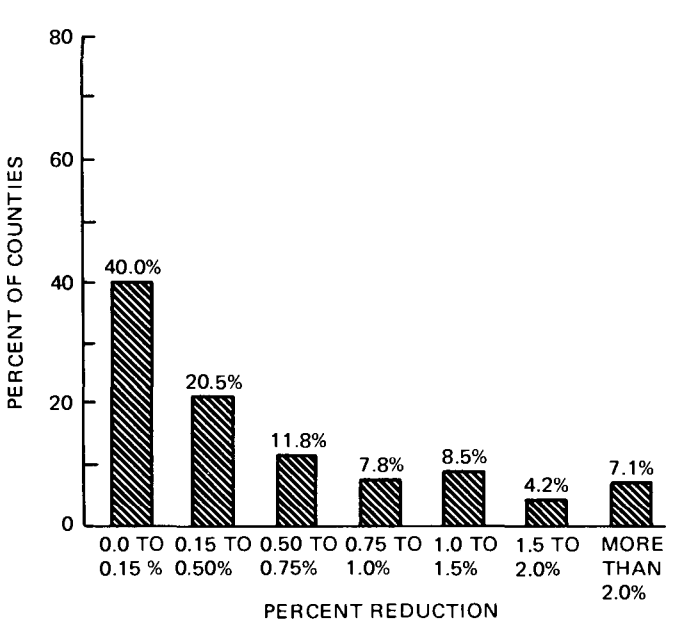
In short, even the most pessimistic estimates of the adverse impacts on the Region and areas within the Region indicate that the effect of the suggested reduction in the size of the rail system would be negligible. In contrast, the expected benefits to the users of the remaining restructured system will far outweigh anticipated adverse impacts.

FIGURE 1.—*Potential reduction in county employment after discontinuance of light-density line rail freight service*



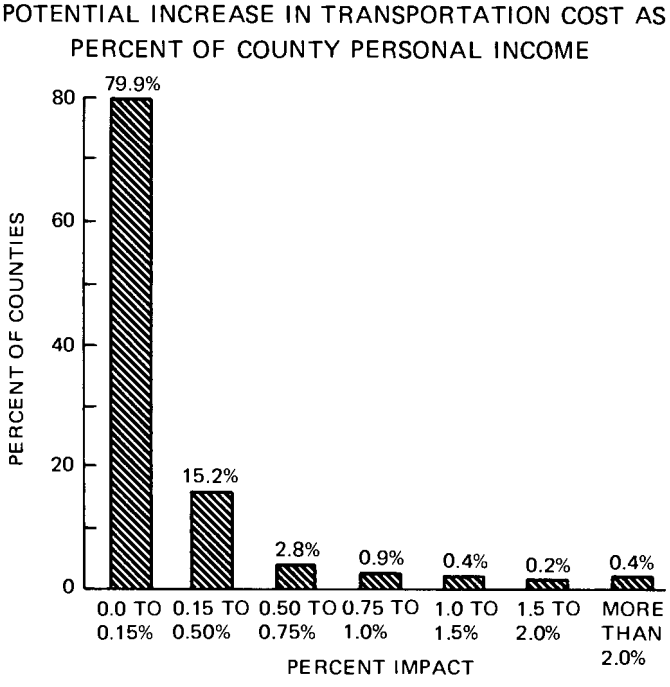
Source: Public Interest Economics Center, *Community Impacts of Railroad Service.*

FIGURE 2.—*Potential reduction in county income after discontinuance of light-density line rail freight service*



Source: Public Interest Economics Center, *Community Impacts of Railroad Service.*

FIGURE 3.—*Potential increase in transportation cost, as percent of county personal income, after discontinuance of light-density line rail freight service*



Source: Public Interest Economics Center, *Community Impacts of Railroad Service.*

Service by Other Carriers

The Final System Plan will contain recommendations for continuation of service on light-density lines by alternative railroad carriers. Undoubtedly, there are lines that will not be financially feasible in the restructured system but would be self-sufficient if operated as part of another railroad. There are two circumstances in which alternative carrier service could achieve self-sufficiency.

First, other railroads operating in the vicinity of the line might, by a combination of geographic circumstances and markets, be able to provide service profitably. The Association will provide all available data and information to facilitate analysis by the involved carrier(s) for those lines where alternative service may be feasible. The assumption of such service by an adjacent profitable carrier is wholly voluntary and could depend on whether the railroad could gain by assumption of service.

Second, alternative railroad service might achieve self-sufficiency if operated by a short-line or Class II railroad. Short-line railroads generally have lower costs than the larger systems, principally due to lower pay scales and closer managerial attention than exists on a typical branch line.

While there is a valid role to be played by the short-line railroad, it should be recognized clearly, however, that such roles are limited. Unless there are valid reasons to expect the normal economics of short-line operations to occur, as mentioned above, they may not be a good solution. Not all short lines are profitable. A short-line railroad which can survive only by inequitable revenue divisions or other indirect subsidies should not be encouraged, either directly or through subsidies.

The Association's primary interest is in maintaining as much service as possible. It will do its utmost to facilitate continuation of service on lines not included in the restructured system, whether it be by doing what it can to help states evaluate the subsidy option or making possible acquisition by solvent carriers.

Railroad Marine Operations

The marine services of the bankrupt railroads in the Region, which are discussed fully in Chapter 18, are not profitable. The large investments in new marine equipment, which are long overdue, could reduce operating costs substantially but not eliminate deficits attributable to these segments of the railroads in reorganization.

Two of the five marine operations in the Region are potential medium-density routes and, except for the New York Harbor, are routings for through freight that could move entirely by rail. The Lake Michigan car ferries serve traffic which would otherwise move through the Chicago gateway; the Chesapeake Bay float is an alternative to the Alexandria, Va. gateway and serves oversize loads; the New York Harbor car-float provides the most direct route to Long Island from the South and West.

The Association has concluded that investment in railroad marine operations would be a mistake. Promotion of all-rail routings is preferable where this is possible. All-rail land movements are considerably more energy-efficient, for example.

Alternative car float and lighterage services are offered in the New York Harbor by two Brooklyn terminal companies. There is a possibility that the Chesapeake Bay car-float operation might be taken over by a solvent carrier, such as Southern or Richmond, Fredericksburg & Potomac Line, while extending its operations into the Wilmington area. This possibility is addressed in Appendix D.

The decision of the Association to treat marine operations in the same manner as light-density lines is based on the assumption that it is a rail service for which funds provided under the Act would be available. It is assumed also that the capital costs of new or rehabilitated float equipment would qualify under the provisions of Title IV, as in the case of light-density line rehabilitation. The Association recommends that the U.S. Department of Transportation and the RSPO consider the merits of subsidizing marine operations.

How Lines Were Selected for Study

Light-density lines studied in this process were:

- Those lines of bankrupt carriers identified by the DOT report as potentially excess,
- Those identified by bankrupt carriers for possible abandonment,
- Those identified by USRA and its consultants as requiring study.

The Association also studied lines which had been abandoned formally under ICC hearings in order to develop a completely accurate definition of the systems of the bankrupt carriers at this time.

Altogether, the Association identified 844 light-density line segments and 11,800 route miles for study. (This does not include any light-density lines of the Erie Lackawanna.) Of these, 540 segments constituting 9,600 miles of service are currently in operation, and 176 line segments constituting 1,200 miles have already been abandoned under ICC procedures. Finally, 128 segments covering 1,000 miles are not currently being served, although these have not been formally abandoned.

As these lines were identified for analysis, the appropriate state agency was notified by the Association and the reasons for the line's inclusion discussed.

Information Collected

Each branch line selected for study was identified to determine its exact location. Specific data concerning costs of serving the line as well as the revenue it generated were provided by the railroads serving the segment, individual shippers, concerned citizens and state and federal agencies. Information also was developed at the hearings sponsored by the Rail Services Planning Office in the spring of 1974. The testimony included general comments concerning the report of the DOT, comments concerning the methods employed and comments pertinent to individual zones or line segments. The various state and federal agencies involved in the planning process also supplied useful information and technical assistance to the Association.

When analyzing each branch line as USRA did, the key questions to be asked are: What are the costs of continuing service? Will there be sufficient line-generated revenue to cover these costs? What is the near-term traffic growth potential of the lines? Are there recoverable fossil fuel deposits on the line?

Because the use of generalized rather than individualized data was a major criticism of the DOT report, USRA devised a data collection system that individualized all information for each separate light-density line.

A detailed questionnaire was developed. The first section covered the physical characteristics of the line itself, including: length; counties serviced; rail, tie and ballast type and condition; grade crossing location(s); type and location of any structures; type of signal system; siding and yard track locations and length; number of ties and miles of rail required to meet FRA Track Class I and II standards; operating restrictions; available alternative rail service; and right-of-way width.

The second section of the questionnaire covered characteristics of the freight service provided over each line. The information collected in this section included type of train service involved, annual service frequency, type and number of locomotive(s) used, crew size and the end points of the service.

The third section gathered information concerning each shipper on the line, including name, location, billing station number, access to alternative transportation and the number and type of owned and assigned cars, if any.

The procedure used by the carriers in completing the forms typically involved onsite inspection of the line, discussions with train masters and superintendents and review of in-house records. When the completed questionnaires were returned, they were copied and provided to each of the affected states, FRA and the RSPO. In addition, the data were reviewed for completeness and accuracy and, where necessary, questioned data were discussed with the carrier.

Rail traffic data for 1973 were obtained from the waybill abstract file maintained by each carrier. The abstract file contains, for each station, the carloads and tons of each commodity shipped and received and the revenue received by the carrier. These data were checked, validated and made accessible on magnetic tapes. These data also were made available to each state in the Region to facilitate its planning processes.

In July 1974, a technical task force comprised of representatives of the several states, the Rail Services Planning Office and the U.S. Department of Transportation was established for the purpose of facilitating the exchange of ideas. Meetings of this task force have dealt with the data and information used in the analysis, proposed analytical procedures and recommendations. In addition, contacts were initiated with such federal agencies as the Departments of Defense, Transportation, Commerce and Interior to facilitate their direct involvement in the planning process.

Throughout the planning period, a major effort was made to add to the data base as additional material was received from shippers, shipper groups and community organization concerning the lines under analysis. As these data and information were received, it was reviewed and placed in files created for each line being studied to enable continuing access and consideration throughout the planning process.

Determining Branch Line Viability

There are many ways to approach the analysis of rail line viability. The three primary approaches are those of the ICC, British Rail and the Canadian Transport

Commission. The procedure generally accepted by the ICC involves the use of the fifty (50) percent rule.

This approach has not been adopted because there appears to be no basis for the assumption that off-branch costs are 50 percent of the pro-rated revenue. Verification of this rule would require development of detailed off-branch costs which, once developed, should be used directly instead of being converted to an inflexible and often inaccurate allocation ratio.

The British approach to analysis of line viability was reviewed. The lack of detailed explanation, the different institutional setting and the lack of comparability between the transportation infrastructures in the two countries precluded adoption of the British approach.

The procedures followed by the Canadian Transport Commission seemed most appropriate, and the Association developed a program similar to it in many respects. The National Transportation Act of 1967 established, under the control of the Canadian Transport Commission (CTC), a program of branch line subsidies similar to that contained in the Act. The carrier must submit an abandonment application to the Commission. If the Commission determines that the service should be continued, a subsidy is provided to the carrier.

The contents of the abandonment application are prescribed by the Commission. Cost information is prepared in accordance with procedures proposed by the carrier and accepted (as modified) by the regulatory body. Under this procedure, the deficit reported in the application becomes the basis for the subsidy, subject to adjustment based on actual operating experience and verification of the reported costs by the CTC.

The viability analysis involves a comparison of the revenue generated by the traffic on the branch line to all costs incurred on-branch, plus the variable cost of handling the traffic off-branch. In the costing procedures developed for use before the CTC, each cost element had to be proven to be variable in order to be included in the calculation. The carriers have approximately 1,200 unit cost factors which enter into the cost equations.

The on-branch costs include crew wages and fringe benefits; locomotive ownership, repair and operating costs; freight car (including caboose) ownership; repair and operating costs; maintenance of way costs; net salvage value of the line; the cost of capital; taxes; and building ownership and maintenance costs. The off-branch costs basically include switching costs, train costs consisting of the costs of locomotives, crews, cabooses, train supplies and freight cars, and maintenance-of-way costs.

The Association's Approach

The general approach adopted by the Association parallels that used in Canada. This approach appears to be the most accurate and detailed of any reviewed. The technical procedures adopted by USRA differ significantly from those used in Canada, due to insufficient time for completing all the research necessary for such a detailed analytical tool. The Association, however, believes the data that were gathered are accurate enough for sound analysis of branch line profitability. The procedure developed by the Association is as follows:

First, lines were isolated which, by their obvious characteristics, appeared to be submarginal.

Second, the latest data were collected on current traffic and revenues, future traffic possibilities, current condition of the tracks and facilities, cost of rehabilitation, service characteristics and the name and location of shippers on each line. Data and information from the hearings conducted by RSPO were identified by line segment, as was information about specific operating problems and shipper concerns which was gained informally during the year.

Specific costs which could be attributed to each branch line were developed, and an estimate was made of the directly variable operating costs which would occur on the mainline in consequence of the traffic moving to and from the branch line. This step included analysis of the costs of upgrading the branch line to FRA Class I track standard and the costs of maintaining tracks to this standard over a period of time. Also included were the costs of capital specifically utilized on the branch lines and property taxes paid, if available.

Third, each line was then analyzed to determine whether revenues currently generated by traffic originating on or destined to the line were sufficient to cover the costs directly attributable to that traffic.

Fourth, if a line did cover its variable costs, including maintenance, it was recommended for inclusion in the restructured system.

Fifth, if the branch line failed this test, an analysis was conducted to determine if it could cover its variable costs either with a modest rate increase (10 percent or less) or with an expected traffic increase.

Sixth, if the line did not cover such costs, even with reasonable rate increases and traffic growth, a review was conducted to determine whether the line had connections to other carriers. Where such potential exists, the carrier will be provided the data and information necessary to assess the line's potential viability.

Seventh, if a line met none of the first five criteria, it was recommended as a candidate for either rail continuance subsidies or elimination of service.

Therefore, to be included in the restructured system, ConRail, a financially self-sufficient line, is one that:

- Is capable of generating sufficient revenue to cover the costs incurred on the light-density line itself as well as the costs of serving branch line generated traffic beyond that branch line.
- While not currently self-sustaining, can be made viable by reasonable rate adjustments.
- While not currently self-sustaining, can be made so because of the identifiable traffic growth in the near term.

All other lines automatically become available for participation in the subsidy program (Section 402) under the Act, with the decision concerning continued service on these lines depending on state and local action. If a line is not included in ConRail, and if the state and local interests and shippers fail to provide the subsidy, the Act permits the discontinuation of service.

Estimating Financial Self-Sufficiency

The criteria used in the Report of the Secretary of Transportation for the identification of potentially excess lines are based on research results in "Development and Evaluation of an Economic Abstraction of Light Density Rail Lines Operations," a report prepared by R. L. Banks and Associates for the Federal Railroad Administration. These criteria have come under heavy attack because a single standard (carloads per mile) was applied to all lines regardless of their individual cost, service and revenue characteristics.

However, for the purpose of this analysis two techniques applied in the FRA study were adopted. The first involves a procedure for estimating the on-branch car days based on service frequency. The second is a procedure for developing a weighted average car day and car mile costs for various types of commodities. These procedures are discussed in greater detail below.

The New York Department of Transportation has completed numerous studies of railroad bankruptcy proceedings and the process initiated by the Act, the two most relevant being the "Report on Profitability of New York State Branch Lines" and "Short Line Railroad Costs in New York State." The results in the first report are based on cost criteria contained in the second.

The viability criteria applied by NYDOT are based on shortline railroad costs for the estimation of on-branch expenses and off-branch costs which include only freight car costs. This approach was not adopted because shortline costs are not those of Class I railroads. Shortlines are irrelevant to the problem. Second, off-branch costs of serving branch line traffic include many more variable cash costs than car costs. The NYDOT analysis understates the variable cash costs of a Class I carrier serving a branch line.

The technique used by Indiana in its report, "USRA Segments in Indiana: State Analysis and Recommendations," is a mixture of the FRA and the NYDOT approaches. The preceding discussion of these two procedures therefore also applies to Indiana.

The approach proposed by Pennsylvania involves the use of a short formula or a long formula, depending on the availability of data. However, both use a variant of the ICC "50 percent rule" combined with the use of broad system average costs. This approach has not been adopted because of the unsubstantiated allocation involved in the 50 percent rule and the absence of demonstrable relationships between the average costs proposed for use and the characteristics of the traffic on each line.

The New England Regional Commission proposed the development of off-branch costs by using the ICC's "Carload Cost Scales by Territory" or the Rail Form A costing procedure and of on-branch costs by using a procedure similar to that developed for the FRA. The off-branch costing procedure which has been adopted uses unit cost factors, which are adjusted results of the Rail Form A costing procedure.

Another source of material concerning line viability analyses is the RSPO's proceeding for the development of subsidy standards. These standards were reissued on January 7, 1975 and no specific consideration could be given them because completion of the Association's analysis was necessary by December 1974. The RSPO standards are similar to those of the Association in many respects and produce similar results.

The Analytic Procedure

A detailed description of the analytic procedure can be found in Chapter 17. The objective of the analysis briefly described in this chapter was to estimate the financial self-sufficiency of each line. Within this constraint, the analytical framework has four basic aspects—the level of aggregation, time frame, traffic retention and appropriate costing theory.

Assessment of an individual rail line segment's economic viability is influenced by the level of aggregation adopted for the analysis. That is, individual segments can be regarded as isolated operating entities, as integral parts of a carrier's system or as part of the regional or national system. There are significant problems entailed in pursuing the analysis at the regional or national rail system level, for two reasons.

The first is the division of revenues among all carriers involved in the move. The formulas for developing each carrier's share of the total movement revenue arise through protracted negotiations among the carriers and through ICC proceedings. Once developed, the formulas are difficult to change due to the complexity of the process.

The most likely course of corrective action would be selective rate increases or surcharges designed to enable the movement to contribute to the net income of each of the involved carriers. Such actions would be carrier-initiated, based on its own revenue-cost relationships. The analysis should facilitate the identification of those situations requiring action instead of assuming that corrective action has been taken.

The second major problem of the system-wide approach is data specificity. Accurate analysis requires that the characteristics of the service and traffic be related to the corresponding unit costs. The system-wide approach requires data and information concerning the identity, length of haul and unit cost factors

for each carrier involved in each movement. Such data are not available. Cost estimates would have to be based on regional or nationwide averages—averages with an unknown relationship to the actual costs of any individual railroad. As a result, the potential advantages of the system-wide approach are overwhelmed by the analytical difficulties.

An alternative level of evaluation is the carrier level. There are several advantages to adopting this framework. It minimizes the problem of revenue allocation; the revenue accounts of the carrier incorporate the effects of rate structure and the divisions of through rates. In effect, this approach accepts the present pattern of revenues and proceeds to an appraisal of the relevant costs. The revenues derived by an individual carrier are readily available from the waybill for local movements and from interline abstracts (the document used in settling intercarrier revenue divisions) for interline movements.

Identification of the relevant carrier costs of a movement involving the branch line is more complex. It involves accurate estimation of both the on-branch costs and the off-branch costs incurred in transporting the branch line traffic. The estimation of off-branch costs must be based on average variable unit costs. Many characteristics of each individual movement are available, however, and the average variable unit costs can readily be related to these characteristics. On-branch cost estimation can follow a more specific procedure because of the specificity of the available data and information, although cost allocation procedures still must be used.

The third level of analysis considers allocation problems on both the revenue and cost sides of the analysis. Since the costs under examination would be those incurred only on the branch line, it becomes necessary to apportion the revenues in some manner to the branch in order to account for off-branch costs implicity.

The development of such a revenue allocation procedure might be warranted if it then could be matched against a clear cost picture. Unfortunately, this is not possible. Available cost data is generally assembled on a system-wide basis. Consequently, costs must also be allocated to the branch. The net result of this process, an estimated revenue balanced against an estimated cost, is not likely to produce reliable results.

The analysis should be designed, however, with a view toward its application. In this case, the objective is specific evaluation of branch line viability on a case-by-case basis. This goal is not attained by relying on two estimated quanta, each one probably varying according to a different pattern. Hence an analysis carried forward at the carrier level is the most accurate, given currently available information.

The proper time frame for evaluating a line's viability is both the past and future. The past is relevant because it embodies information concerning such factors as service levels, traffic trends and deferred maintenance. The future is relevant because the discounted present value of revenue and costs is the proper quantification of the line's self-sufficiency. However, practical constraints preclude such an analysis.

Development of historical information for each line is possible, although costly, but much of the information would be of uncertain value. For example, it is impossible accurately to develop cause-and-effect relationships between service declines, deferred maintenance and traffic losses. All of these are reflected in the existing service level, condition of the physical plant and traffic volume.

Prediction of future revenue, traffic, service and cost levels is even more difficult. Estimates have been developed for the Association of future traffic and revenue levels for the restructured system. Reasonably accurate estimation of traffic trends are possible at the carrier level due to the level of aggregation. However, the application of such estimating procedures to individual lines and shippers is likely to produce highly inaccurate results. Cost and revenue projections at the branch line level suffer from similar deficiencies.

Because of these difficulties, estimates of the viability for the most recent period for which data are available represent the only practical approach. This approach implicitly assumes that future revenue and cost levels will retain their current relationship at constant volumes of traffic. Although rate increases tend to lag cost increases, over a long period of time they exhibit a reasonably constant relationship.

It is also assumed that the traffic level on each branch line is stable. This assumption is optimistic, given the general downward trend in branch line traffic levels. For example, a NYDOT analysis of branch line traffic levels between 1970 and 1973 revealed traffic declines on 38 lines and increases on 24 of the 62 lines for which data were supplied. Thus, the use of 1973 traffic levels to estimate the levels in future years is more optimistic than generally is justified.

Traffic retention factors, the proportion of traffic likely to be retained by the railroad after abandonment, affect the revenue level used in the analysis. The higher the retention factor, the lower the revenue lost in the event service discontinuance. It is the revenue which would be lost which should be used in the analysis. Accurate estimation of retention factors is difficult because they depend on the ability of the traffic to use intermodal or trans loading services effectively, the proximity of the shippers to alternative rail service, the associated costs, shipper satisfaction with rail service in general and the availability of cost-effective alternative modes.

Experience on the Penn Central indicates a general retention factor of approximately 25 percent, which was used in the NYDOT studies. Although this retention

factor may be reasonably accurate for the system, there appears to be no support for its use on any given line. Due to the difficulties involved in estimating the value of each of these factors, it has been assumed that all traffic will be lost to the system. This assumption has the effect of overstating the probable revenue loss with discontinuance and therefore somewhat overstates the line's financial contribution to the system.

The economic costs relevant to a given analysis (incremental, variable, avoidable and marginal) depend on the relevant time frame and whether output is increasing, constant or decreasing. The variability of the costs of production differs with the type and magnitude of the output changes. For example, consider a situation where a large increase in traffic requires the construction of a second track. The cost of constructing that second track (in addition to the operating costs) is variable. However, if the traffic level declines after the second track has been installed, most of the investment cost of that track does not disappear and therefore is not variable (or avoidable).

In theory, because ConRail does not now own any track or equipment, employ any people or provide any service, all costs are completely variable. However, most existing traffic will receive service. Therefore, traffic on the branch lines under study (approximately 10 percent of the total carloads) represents service which is incremental to that which certainly will be handled.

Within this framework, all costs which will be incurred in the ownership, maintenance and operation of the branch line itself are variable and are properly included in the analysis. The relevant costs of handling the traffic beyond the branch line itself are those which will vary with the decline of the traffic.

Theoretically, inclusion of these costs can be handled by direct assignment or by allocation. Obviously, the best approach is to identify each cost incurred in producing service. However, due to the existence of joint and common costs which vary directly with volume and the fact that railroads produce a multitude of services, the specific cost of each service cannot be identified separately, and the variable costs must be allocated.

In the branch line viability analysis, the on-branch services (where only freight or passenger service is provided) are identifiable separately. Therefore, the costs can be associated directly with known service units and levels. For the off-branch movements, the costs of handling the traffic from the branch lines cannot be segregated from those of cars generated elsewhere on the system. For these off-branch movements, a cost allocation procedure is essential. This is described in the following chapter.

COAL FIELD SERVICES

The Congress specifically directed the Association to preserve, to the extent possible, "existing railroad trackage in areas in which fossil fuel natural resources are located." (Section 206(a)(4).) The pursuit of this goal has been a major concern, for evaluation of the traffic growth potential on individual lines serving areas which hold fossil fuel reserves has been difficult and complex.

Not all lines servicing areas with these reserves actually serve or would be required to serve reserves which are economically recoverable. Further, some reserves may not by tapped for decades, if ever. Identifying individual rail lines which should be preserved for fossil fuel purpose is a difficult task.

Use of the Region's coal reserves primarily depends on the ability of individual deposits to meet EPA requirements, their mineability, proximity to the market, expected use (metallurgy vs. steam production) and the price and availability of alternative fuels. Assessment of the extent to which each of these factors affects a given coal deposit requires a great quantity of detailed data and judgments by qualified people.

In an effort to develop line-specific coal production estimates, contacts have been established with the U.S. Department of Interior, the National Coal Association and the Region's coal-producing states. Recommendations concerning specific lines largely or solely because they serve fossil fuel reserves will be included in the Final System Plan.

Regarding continued service to fossil fuel resources USRA has adopted the following positions:

1. On lines required to reach economically recoverable reserves where service is now provided, it will be continued whether viable or not. Where the line does not pass USRA viability tests, however, service will be maintained on a "on demand" basis and only so long as no major repairs are required on the line. At such time as repairs are required the line will fall into the category listed below.

2. On those lines required to reach economically recoverable reserve and where there is not now service, the Association proposes that such lines be considered for "rail banking," and that this concept be developed in conjunction with the Final System Plan.

The lines recommended in the Preliminary System Plan either for continued service or rail banking are based on the best available information the Association could obtain, to date. We will continue to work with the Federal Energy Administration, Department of Interior, the National Coal Association and the regions' coal producing states, to make a more accurate estimation of where economically recoverable coal reserves exist.

Though it is difficult to reduce costs in the near term, the system adjusts; yard work declines, car costs are reduced, train miles are reduced, billing and clerical costs decline. Plant reductions are less likely to occur; ICC cost formulas recognize this by assigning low variability to these cost items.

In the real world, loss of the relatively small percentage of traffic that will actually be lost (about 4.5%) will be compensated for by an increase in other traffic (the Association assumes a 1.41% growth rate). Resources may be temporarily nonproductive the day traffic is dropped, but will soon be utilized for new traffic due to normal traffic growth.

Outcome of the Analysis

Results of the analysis of each line's prospects for attaining financial self-sufficiency, reported in detail Appendix K to Volume II. Of the 9,600 miles of active roadway studied, 3,400 miles are recommended for direct inclusion in the Preliminary System Plan without further study. These lines account for 75 percent of the traffic and revenue generated on the lines studied. The remaining lines should be studied carefully by the states to decide which justify continuation of service through subsidies and those which should be abandoned.

The 6,200 miles not recommended for inclusion in the system plan can be continued in operation through service continuation subsidies, as previously discussed. The required subsidy level should be estimated using a formula developed by RSPO but the formula was not received early enough to allow such computation.

The analytical results summarized here and presented in full in Appendix K to Volume II include detailed consideration of each line's financial self-sufficiency under the traffic, revenue and estimated cost levels which prevailed in 1973. Analyses to be completed after preparation of the Preliminary System Plan include the identification of traffic growth realized, for example, due to the location of new shippers on the line and the development of sound proposals concerning service continuation by an alternative railroad.

Because only 1973 data are used in the analysis, new firms could have come into existence, and existing shippers could have permanently increased their use of rail service since the data were collected. Second, a line may realize the necessary traffic growth in the near term to become self-sufficient. In both cases, the lines involved would represent prudent business investments and should be included in the Final System Plan.

More current carrier data will be analyzed to assist in the identification of traffic growth which already has been realized. The major sources of the needed information are the testimony provided at the RSPO hearings (including those to be held on the Preliminary System Plan), communications received directly from individual shippers and information provided by such public agencies as the State Departments of Transportation. Where the verified information indicates that the traffic growth will permit self-sufficiency, the line segment will be recommended for inclusion in the Final System Plan.

An Overview

As stated at the outset of this chapter, no issue generated more interest and debate during the planning process for this report than the light-density line issue. It dominated meetings to discuss the work of the Association held with state and local officials, public interest groups, shippers, members of Congress and nearly every group that met with representatives of the Association.

The Association approached this issue with considerable care and preparation, aware in particular of reactions to the Department of Transportation report last year. No doubt there will be honest differences of opinion as to the correctness of approach, analysis, methods, data and conclusions. However, the Association believes it did the best job it could in the time available.

Because the Association dealt only with the light-density lines of bankrupt carriers and the DOT report studied solvent as well as bankrupt railroads, it immediately was able to pare down the number of miles of track where continued service was thought to be in jeopardy. The Association concluded that of the 9,600 miles of track under study 6,200 miles were not suitable for inclusion in the restructured system.

It is important to keep in mind that this Plan, although a major step in the restructuring process, is only one step in the process and is now offered for public comment and evaluation. Upon release of the Preliminary System Plan, the Rail Services Planning Office will begin a formal hearing and evaluation procedure as it did with the DOT Report. Hearings will be held throughout the 17-state Region. RSPO will announce the dates and locations of those hearings.

The Association views this part of the process as vitally important to the successful submission of a Final System Plan to Congress. It may be expected that this set of hearings will focus primarily on the light-density line issue. States, communities, shippers and other interested citizens will present their views on the Plan.

The Association gives its assurance that all of these comments, particularly the RSPO evaluation due on April 28, will be given careful consideration. The Association is seeking, through the RSPO hearing, definitive information and material assistance relevant to individual branch lines. This is especially important in the case of light-density lines that have an identifiable capability for growth in the near term. Also being sought are other proposals which may result in continued service on lines that now appear to be uneconomical.

The goal of the Association, limited only by the requirements of the Act, is to provide in the Final System Plan for the continuation of as much rail service as possible. In pursuing that goal, we seek whatever guidance and help may be available.

Alternative Approaches

There are four courses of action which could be taken by the Association with respect to light density rail lines. First, all existing rail lines could be recommended for inclusion in the Final System Plan. This approach is least disruptive in the short run. It fails, however, to recognize that the rail system has a substantial amount of excess capacity—over-capacity enhanced by the fact that the bankrupt carriers have overlapping service territories. In addition, this course of action would perpetuate internal cross subsidies and would thwart the provision of Title IV which gives explicit recognition to the role of the public sector in the planning and continuation of rail service.

Another problem associated with the retention of essentially all trackage is the resulting financial burden on ConRail. This financial burden results from the need to acquire the properties, to invest in improvements on most lines and to continue operations. The most critical financial factor is the upgrading requirements of the track. The physical condition of the carriers in reorganization tends to be very poor, requiring a sizable investment in ties, rail and other material to bring their trackage into compliance with safe and efficient operating requirements. The need for these materials on main lines, primary feeder lines and major yards will restrict the availability of materials for use on branch lines. Thus, attempts to retain all existing lines would meet with only limited success because service necessarily would continue to deteriorate, and the materials would not be available to keep low priority lines in operating condition.

The second course of action would be exclusion of every line which currently is not financially self-sufficient. This approach is the most disruptive alternative in the short run due to the uncertainty of the availability of the subsidy for individual lines. Although it would reduce ConRail's financial burden, this alternative would maximize the burden on the public sector. In addition, a number of lines can be made financially self-sustaining with small revenue increases and with near-term traffic growth. These lines represent prudent business investments. Because they are capable of contributing to the carrier's net income over the long run, they should be continued by the carrier.

The third alternative is transfer of low-density lines to other railroads in the Region. This approach would both minimize the burden of these lines on the restructured system and reduce the burden on the public sector. However, this alternative is feasible only where alternative carriers can provide service to the shippers at a reasonable profit. Since such decisions are voluntary, services not considered capable of generating a profit would not be assumed by another carrier.

The fourth course of action is shared responsibility for continuation of service by the railroad and the public sector. Under this approach, the carrier would assume responsibility for those services which are financially self-sustaining, including those that probably can be made viable through rate increases or traffic growth in the near term. Those lines that are not self-sustaining can be retained in service through the provision of subsidies. In addition, loans are available to public bodies for purchasing and rehabilitating lines to facilitate the continuation of adequate and efficient service.

The Association has adopted a combination of the third and fourth alternatives. Where rail service is not capable of producing a contribution to the net income of the carrier, it first was evaluated for rate increase and traffic growth potential which would produce financial self-sufficiency, and if these are in prospect the line was retained in the system. Where such growth is not foreseen, careful consideration is being given to the potential assumption of the responsibility for the service by an alternative carrier. If such potential exists, the carrier will be given the information necessary to evaluate the profit potential of the line.

Finally, where neither of these actions will permit retention of rail service, the responsibility for continuing that service rests with the public sector. The process could be one of purchasing the rail line and holding it for future use, purchasing and rehabilitating the line and contracting for continued service by ConRail or, in some cases, supporting operation for an interim period of time to allow the shippers on the line to adjust their shipping patterns.

In theory, because ConRail does not now own any track or equipment, employ any people or provide any service, all costs are completely variable. However, most existing traffic will receive service. Therefore, traffic on the branch lines under study (approximately 20 percent of the total carloads) represents service which is incremental to that which certainly will be handled.

Within this framework, all costs which will be incurred in the ownership, maintenance and operation of the branch line itself are variable and must be included in the analysis. The relevant cost of handling the traffic beyond the branch line itself are those which will vary with the addition of the traffic. Handling a 20 percent increase in traffic will require additional yard work, the operation of more trains, the use of more freight cars and more loss, damage and clerical (billing) costs. All these costs must be included in the analysis.

Theoretically, inclusion of these costs can be handled by direct assignment or by allocation. Obviously, the best approach is to identify each cost incurred in producing a service. However, due to the existence of joint and common costs which vary directly with volume and the fact that railroads produce a multitude of services, the specific cost of each service cannot be identified separately, and the variable costs must be allocated.

In the branch line viability analysis, the on-branch services (where only freight or passenger service is provided) are identifiable separately. Therefore, the costs can be associated directly with known service units and levels. For the off-branch movements, the costs of handling the traffic from the branch lines cannot be segregated from those of cars generated elsewhere on the system. For these off-branch movements, a cost allocation procedure is essential. This is described in the following chapter.

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Light Density Line Study Procedure

Public officials, shippers, and the general public have expressed concern about the ultimate disposition of light-density lines. This issue has fostered considerable public comment since the publication of the Secretary of Transportation's Report in February 1974. USRA has made every effort to see that the analytic procedure used to assess the economic potential of branch lines provides an accurate picture of revenues and future earning capacity and the cost of providing transportation service for each line.

This chapter defines the method used to compare the costs of providing safe and efficient rail service with the actual revenues from existing or projected traffic over each branch line. The procedure involves analysis on a line-by-line basis of revenues, labor costs, fuel and maintenance expenditures, anticipated rehabilitation and replacement costs and many other factors essential to a valid assessment of each branch line as a potential ConRail route. This procedural explanation is helpful in reviewing USRA's preliminary light-density line recommendations and eliciting additional information during the public hearings on the issue.

Chapters 7 and 16 explained the problem of light density rail lines in the Region and summarized the Association's decisions with respect to the lines to be included in the Preliminary System Plan, to be part of another railroad system or to be eligible for rail service continuation subsidies. This chapter describes the analytical procedure used to determine the economic viability of the light density lines. The purpose of the analysis was to determine the prospects for financial self-sufficiency of continued service on each branch line selected for concentrated study.

Basic Procedure

The basic procedure involved the identification of the carloads and revenue generated by each line and the estimation of the variable costs engendered by the provision of the involved service. The costs are those of producing a service which is secondary or by-product in nature, within a medium-run time frame (i.e., 5–10 years) with only minimal track upgrading and with operating efficiencies anticipated to be achieved by the restructured system. Two additional assumptions were made concerning the existence of passenger service and through or overhead freight service.

First, where commuter service is now operated over the line, it would be continued. The analysis of local freight service was undertaken with the exclusion of maintenance and ownership (return or net salvage value) costs on these lines, and where Amtrak service exists, it was assumed that Amtrak might *not* continue to use the line and instead would re-route its trains to the lines used by through freight trains; therefore all costs associated with continued service must be borne by the local freight traffic.

Second, where a line currently has through freight service and is programed for such service at or near the time of ConRail activation, local freight service would continue to be provided to the line. Where such through freight service is not programed, the local traffic must support the costs of the line and the service received.

The analysis was based on the carriers' 1973 traffic, revenue and unit costs and assumed efficient operations. The basic steps were as follows:

1. Establish *total* branch line-generated revenue.
2. Then subtract in the following order these cost items:
   a. on-branch operating costs,
   b. on-branch maintenance costs,
   c. on-branch return on net salvage value,
   d. on-branch overhead costs,
   e. off-branch operating costs, and
   f. up-grading costs.

Total branch-generated revenue includes all revenue derived from transportation services provided on the line. In almost all cases, this revenue is the freight revenue realized by the carrier from traffic originating or terminating on the branch. A record of actual carrier revenue is contained in the computerized traffic file which was accessed directly for the analysis.

On-branch operating costs consist of locomotive costs, caboose costs, freight car costs and crew costs, which are included on the basis of carrier average unit variable cost per mile, hour or day.

Development of the costs associated with the locomotive fleet can follow at least three different approaches. First, it has been argued, especially by NYDOT, that the locomotive costs of Class II railroads are most relevant to branch line analyses primarily because of the smaller (lower horsepower) units used. However, the locomotive fleet of the Class I carrier tends to be multifunctional, that is, a locomotive used on a branch line typically is used (and often must be able) to provide other services as well. Therefore, the fact that a smaller locomotive is appropriate does not dictate the size that is likely to be used. The average locomotive costs of Class II railroads are not used because they are not demonstrably accurate or appropriate proxies for the cost of Class I railroads.

Second, in its presentation to the RSPO, the AAR proposed using replacement costs of locomotives as the appropriate capital element in the locomotive cost equation. Variable costs are future costs, and since the analysis is directed toward the future costs of continued service, the AAR proposal merited careful consideration. However, development of such future costs requires data and information which could not be estimated accurately in time for inclusion in the analysis.

The third approach involves the use of carrier average total investment, repair and operating costs per locomotive unit hour. This approach, which allows the pairing of the cost per unit hour with the hours expanded on each branch line, has been adopted for the analysis.

The carrier total costs for locomotive repair, retirement depreciation, rent and fuel were extracted from the Carrier's Annual Report (R–1) to the ICC. These costs are supplemented by indirect maintenance and labor costs and a 7.2 percent return on net investment (from the published per diem rates).

The total locomotive cost was reduced to a unit cost level by dividing by total locomotive hours. Locomotive hours in road service are available directly from the Form R–1. For switching service, however, an average operating speed of 6 m.p.h. (generally used in ICC costing procedures) was applied to convert locomotive miles in switching service (from Form R–1) to locomotive hours. The resulting total locomotive unit hours is then associated with total freight locomotive costs to obtain a cost per unit hour.

The above procedure was completed using the total locomotive fleet used in freight service. Attempts were made to separate the costs of electric from diesel locomotives, but the format of Form R–1 precludes such a separation. A similar impediment exists to the separation of switching from road-haul locomotive costs.

The freight car costing can be approached on the basis of existing ownership, operating and repair costs or on the basis of estimated future costs, especially in the area of capital costs as was proposed by the AAR. Although the analysis was based on the premise of continued operation, freight cars are used and replaced. The current cost of replacing freight cars is higher than the historical cost of those cars now in use, and this trend probably will continue.

Accordingly, estimates of future car costs should be used. However, such an analysis requires accurately estimated data and future freight car costs which currently are unavailable. The available data relate to the costs associated with the existing freight car fleet, and this data was incorporated in the analytical approach.

Freight car costs are developed on a commodity-specific basis for both car days and car miles. "Revenue Contribution to Burden and Other Data By Commodity Class and Territorial Movement," a study completed for the DOT, contains information pertaining to the relative proportion of the various car types used to transport each commodity. By applying the average car day and car mile costs developed from the AAR's Car Hire Master List #17 to the mix of freight cars used to move each commodity, a weighted average car cost for the commodity is derived.

The on-branch car costs are then developed in two parts. The mileage element is based on the location of the station on the line and the use of an assumed 100 percent empty return factor between the shipper's siding and the junction of the line under study with its connecting line (generally a secondary or feeder line).

The car day costs are more complex in development. The cartime spent on the branch has five components: time waiting at the local yard, travel time from the yard to the shipper, "free" time at the shipper's siding, time waiting for the train and travel time from the shipper's siding to the local yard. The duration of each of these elements largely depends on the number of times the branch is served each week. It was assumed that the time the car is held by the shipper beyond the free time is compensated for by demurrage payments, and neither the costs nor the offsetting revenue were included in the analysis. The development of elapsed car days proceeded as follows:

- one-half day switching time at the local yard for switching the car into and out of the local train plus the average additional time spent at the yard waiting for the local train.
- one day travel time for the movement from the yard to the shipper.
- two days "free" time for the shipper to load or unload the car.
- time spent at the shipper's siding waiting for the local train.
- one day for the return move.

The primary inputs for development of freight car costs are the commodity type(s) and service frequency. Identification of the commodities generated by each line is available from the computerized traffic record, and the service frequency is available from the questionnaire results.

Caboose costs were included on a basis which is similar to the freight-car costs. Though there are no published per diem rates for cabooses, a caboose has approximately the same retail value as an equipped automotive boxcar. Therefore, the average per diem costs of this car type were used as a surrogate for caboose costs. The caboose mileage charge was based on the round trip miles required to serve each branch. The caboose day costs were based on the portion of a 12-hour day required to serve the branch.

The final element of on-branch operating costs is crew costs. It has been argued that the crew costs of Class II railroads are most relevant to the analysis of branch lines, primarily due to the lower wage rates, smaller crews and the greater flexibility in the work rules. Because the wages paid by short line carriers do not reflect the wage costs which will be incurred by the restructured system, however, they were not used in the analysis.

Crew costs are included in the analysis on the basis of the crew size and the crew time spent on each line. The costs of four crew sizes have been developed: two-man (conductor and engineer), three-man (conductor, engineer and brakeman) four-man (conductor, engineer and two brakemen), and five-man (conductor, engineer, two brakemen and a fireman). The crew size involved on each line is available from the questionnaire.

The hourly cost is based on the total costs and service time of each type of employee serving on local and way freight trains as reported to the ICC. The total employee costs include straight-time pay, overtime pay constructive allowances, health and welfare benefits and payroll taxes. The service time is time actually worked for both straight and overtime compensation. The total compensation divided by the hours of service yields the average cost per employee hour. The hourly crew cost is developed as the sum of the individual hourly costs of the involved crew members.

Using these cost-development procedures, it is possible to include a separate cost for overtime worked. However, there are two principal reasons for not including overtime separately. First, it is not practicable to divide hours serving the branch into straight time and overtime. For example, work done on a given branch

may have caused the crew to work overtime elsewhere; this could be viewed as a branch-related expense. Second, since the constructive allowances, vacation and holiday pay primarily are earned as a by-product of straight time worked, they are properly included as straight-time compensation. The difference between straight time hourly compensation including these factors and overtime compensation is negligible.

As an example of the on-branch operating costs, the average cost per week associated with a 9-mile Penn Central branch served 52 times per year by a 5-man crew and generating 4 carloads per week are:

$31.52	Locomotive costs
78.83	Crew costs
124.49	Freight car costs
2.11	Caboose costs
$236.95	Total on-branch operating costs

On-branch maintenance costs and *on-branch rehabilitation or upgrading costs* are directly interrelated and therefore must receive simultaneous treatment. The maintenance expenditure which *must* be spent to retain the integrity of the line depends on its condition. The alternatives are maintenance of the line in minimum safe operating condition (i.e., FRA Track Class I standards) or maintenance at a higher standard, which is conducive to greater operating efficiency. The costs used were those associated with upgrading the line to FRA Class I standards, annualized over 10 (without interest costs), and the costs of maintaining the line at that standard.

The current condition of a line is a function of past maintenance practices. Obviously, most light-density lines have received little or no maintenance in recent years. Continued operation requires maintenance expenditures into the indefinite future, however, and the cost of this required level of maintenance is an issue in the analysis of a line's self-sufficiency.

The Association prepared detailed estimates of the cost of totally rehabilitating a branch line and maintenance of the line at that standard for a 50-year period and of the cost of upgrading a line only to meet FRA Class I requirements and maintenance at that standard for a 50-year period. These cost estimates incorporated the following assumptions:

General:

- Future labor, machine and material costs would remain at the third quarter 1974 level.
- Costs are on a per-mile basis.
- No bridges or other structures exist on the line.
- There is one grade crossing per mile.
- There is one turn-out every 2 miles.
- The line must be able to take any car in interchange with a minimum weight limit of 263,000–265,000 pounds per car.
- The line handles less than 1 million gross ton miles per mile per year.

Total Rehabilitation:

- Construct at a 30 m.p.h. standard.
- Use 107 lb. welded relay rail.
- Two-thirds of the ties replaced ($26 each for purchase and laying).
- Machine time, other track materials and direct labor (excluding supervision) are included.
- There is demand for the removed rail for relaying.
- Salvaged materials are removed, transported to market and sold.

Upgrading to FRA Class I:

- Replace 400 ties per mile which assumes the existence of 240 good ties per mile; Class I standards require 640 good ties per mile.
- It costs $37 to purchase and insert each tie.
- Ties have a 30-year life.
- Weld 10 rail ends per mile per year; there are 32 "short" rail ends per mile.
- Replace two broken rail lengths per year (costed at three-fourths of the price of new rail).

The major issue is whether a line should be upgraded to Class I standards or totally rehabilitated. To evaluate this option, the annual costs through the 50-year period for both analyses were discounted at 5 percent to a 1974 present value. Five percent was used as the approximate cost of capital in the noninflationary economy (which reflects the use of constant dollars in preparation of the estimates). Tables 1 and 2 present the undiscounted annual cost, the discounted annual cost and the total costs for the two procedures.

TABLE 1.—*Estimated cost of total rehabilitation of light density line and annual maintenance to retain that standard*

Year	Undiscounted cost	Present value at 5 percent	Year	Undiscounted cost	Present value at 5 percent
1	$154,614	$154,614	26	$833	$246
2	833	793	27	455	128
3	785	712	28	785	210
4	455	393	29	455	116
5	455	374	30	455	111
6	833	653	31	23,112	5,348
7	455	340	32	455	100
8	785	558	33	785	165
9	455	308	34	455	91
10	455	293	35	455	87
11	9,433	5,791	36	833	151
12	455	266	37	455	79
13	785	437	38	785	129
14	455	241	39	455	71
15	455	230	40	455	68
16	833	401	41	29,307	4,163
17	455	208	42	455	62
18	785	342	43	785	101
19	455	189	44	455	56
20	455	180	45	455	53
21	18,205	6,861	46	833	93
22	455	163	47	455	48
23	785	268	48	785	79
24	455	148	49	455	44
25	455	141	50	455	42
			Total	260,714	186,741

TABLE 2.—*Estimated cost of upgrading light-density line to FRA track class I standard and annual maintenance to retain that standard*

Year	Undiscounted cost	Present value at 5 percent	Year	Undiscounted cost	Present value at 5 percent
1	$25,314	$25,314	26	$3,970	$1,172
2	3,560	3,390	27	3,881	1,091
3	3,560	3,229	28	3,844	1,030
4	3,597	3,107	29	3,881	990
5	3,560	2,929	30	3,954	961
6	3,686	2,888	31	4,117	953
7	3,631	2,710	32	4,184	922
8	3,594	2,554	33	4,147	870
9	3,594	2,433	34	4,258	851
10	3,631	2,341	35	4,111	783
11	3,757	2,303	36	4,384	795
12	3,680	2,152	37	4,294	741
13	3,717	2,070	38	4,184	688
14	3,680	1,952	39	4,294	672
15	4,158	2,100	40	4,221	630
16	4,320	2,078	41	9,853	1,400
17	4,238	1,941	42	4,164	563
18	4,194	1,830	43	4,884	565
19	4,231	1,758	44	4,348	534
20	3,740	1,480	45	3,907	457
21	9,239	3,482	46	4,107	457
22	3,734	1,340	47	3,944	418
23	3,807	1,201	48	3,944	398
24	3,844	1,251	49	3,907	376
25	3,770	1,169	50	4,054	371
			Total	230,172	97,790

The total undiscounted 50-year costs are $260,714 for rehabilitation, consisting of $154,614 in year one and an average annual maintenance cost of $2,165, and $230,172 for upgrading, consisting of $25,314 in year one and an average annual maintenance of $4,181. Despite the much higher maintenance cost under minimal upgrading, the total *undiscounted* cost is $30,542 less under this option. The total *discounted* cost is $186,745 for rehabilitation and $97,790 for upgrading. There is a difference of $88,955 in favor of minimal upgrading.

Thus, the shortage of materials and manpower which would delay any major rehabilitation of branch lines does not undermine the viability of the line. The costs are lower with minimal upgrading. However, where significant new traffic potential exists or where substantial operating savings could be realized, major rehabilitation may be justified.

Based on these data, total rehabilitation of light-density lines is not economically justified over minimal upgrading, considering only the lower maintenance costs. Average annual operating and similar savings amounting to $4,870 per mile would be required to equalize the annual costs of the two procedures. Based on the average hourly cost of a locomotive and 3-man crew ($41.91), operating savings resulting from higher speeds under rehabilitation would require nearly 700 round trips per year over the line—a level of service far beyond that of light-density line.

The branch line analysis, accordingly, included only nominal upgrading costs and the cost of maintaining the line at that standard. The upgrading costs were based on the number of ties, miles of track, turn-out repairs and grade-crossing repairs required to bring the line into compliance with FRA Class I requirements. This information is available from the questionnaire results.

The costs of upgrading the line were not all included in the first year. Instead, these costs were annualized over a 10-year period. The required investment is the result of cumulative deferred maintenance and should not be borne entirely in a single expense period. The use of a 10-year annualization period may well be longer than is justified by the risk of traffic erosion on light-density lines.

The maintenance costs are included for the branch line itself and the requisite siding and yard tracks. The maintenance costs are a function of traffic density (gross ton miles per mile per year), length and the existence of such structures as bridges. Inclusion of these factors was based on information contained in the questionnaire data base. The costs include labor (excluding supervision, which is included elsewhere), materials (rail, ties, ballast, etc.) and machinery required to perform the work.

The resulting annual costs per mile for a 9-mile branch with one-half mile of siding tracks, 10 grade crossings and 5 turn-outs, requiring 3,485 ties and no rail to meet FRA Class I standards are:

$1,952 Per mile upgrading costs (one-tenth of total)
$3,987 Per mile maintenance costs

The *return on net salvage value* is included as an estimate of the opportunity cost to the carrier of continued operation. For a carrier to purchase a line, it should expect to realize a return on the required investment. However, at this time the purchase price of any given line is unknown. In addition, after purchase, the relevant cost is the return which could be received by placing the asset in alternative use. Therefore, the estimated opportunity cost is the return on net salvage value foregone by continuing the line in service.

Return on net salvage value should be distinguished from net liquidation value since the latter considers all of the economic consequences of abandonment, including the effect of abandonments on present commodity prices.

The gross salvage value includes an estimated resale value of the steel, reusable ties and land. The salvageable steel was estimated on the basis of rail weighing 100 pounds per yard, yielding 178 tons per track mile, and 61 tons of other steel track materials (tie plates, bars, etc.) per mile for a total of 239 tons per mile. The gross salvage value of steel was assumed for purposes of this study to be $125 per ton. The resulting estimated gross value of the steel is $29,912 per mile.

A resale value for ties was included only for those ties which are reusable. An estimate of the number of

reusable ties is available from the questionnaire. The resale value of land is based on 7.3 acres per mile (a 60-foot right-of-way). The cost of salvaging these materials and transporting them to market also was estimated.

It must be noted that the data used for estimating net salvage value represents only a preliminary estimate. Further, the estimates reflect values which may be generated if a relatively few lines are abandoned, the balance of the rail system remains in operation, and the scrap materials are required for use on the remaining lines. As better data becomes available, it will be used in preparing the Final System Plan.

The rate of return applied to the net salvage value was 8.3 percent. This is an estimate of the 1975 U.S. Treasury Bond rate plus 0.3 percent for administrative costs. It is argued by the AAR that the internal cost of capital of the restructed system should be used to value the opportunity cost of the investment.

However, at this time that cost of capital is unknown, although any private-sector rate would be higher than the estimate used. Moreover, the net salvage estimated is not discounted to reflected disposition time.

The inclusion of *on-branch property taxes* presents a host of problems. Property taxes represent direct on-branch costs and are appropriately included in an analysis of self-sufficiency. The taxing rates vary markedly between states and among local jurisdictions within states. For example, Connecticut has no rail property tax while the tax rate in the District of Columbia is extremely high. However, the Association has not yet been able to obtain actual property taxes for each line nor to develop an accurate estimating procedure. Therefore, the direct results of the analysis do not reflect the impact of property taxes.

On-branch overhead costs include only an estimate of the supervision required for maintenance-of-way and train-crew employees, required clerical support and the cost of employee injuries and property damage. Supervisory expenses include only the estimated costs of first- and second-line supervision: a track supervisor and his immediate supervisor in the case of maintenance-of-way, and a trainmaster or assistant trainmaster and his immediate supervisor for train crews.

Interviews with operating personnel indicate that, on the average, 30 percent of track supervisor's time is devoted to branch line maintenance, and 10 track supervisors report to a track engineer. Thus, 30 percent of the cost of track supervisor and 10 percent of the cost of a track engineer are related to branch lines. Further, it was assumed that a track engineer is responsible for 40 miles of branch line. Therefore, one-fortieth of the branch-related supervisory costs was assigned to each branch mile under analysis.

Transportation supervision costs are specified in terms of crew hours. Again, interviews indicate that 75 percent of a trainmaster's time is devoted to supervision of train movements, and one-sixth of division superintendent's time is associated with supervision of those trainmasters under his control. The total supervision costs developed on this basis were divided by local and way freight engineer service hours to obtain the cost per hour.

The costs associated with injuries to persons, damage to property and clerical support were developed separately for maintenance-of-way and transportation. The total of these three expense groups is available in the Carriers Annual Report Form R–1. The resulting cost for maintenance-of-way was attributed to the line on the basis of direct maintenance costs for the branch as a proportion of total system direct maintenance costs. The total cost of the three expenses for transportation was attributed to the line on the basis of the crew hours expended on the branch as a proportion of total system crew hours.

The annual on-branch overhead costs for a 9-mile Penn Central branch line served once a week by a 5-member crew are:

$1,335	Maintenance-of-way supervision
39	Transportation supervision
474	Maintenance-of-way clerical support and accidents
158	Transportation clerical support and accidents
2,006	Total annual on-branch overhead cost

The net revenue from traffic overhead to the branch required special treatment. The questionnaires indicate the volume of overhead traffic for each line, but overhead traffic exists on only a few of the lines under analysis. The analytical complexities arise from two sources. First, ConRail operations probably will result in the rerouting of a significant but as yet unknown proportion of the traffic. In addition, use of a line to provide service to overhead traffic necessarily will require provision of local pick-up and delivery service on the line.

Second, the impact of the overhead traffic on a line's viability is difficult to evaluate lacking such critical information as the commodities involved, the total length of haul and the revenue realized by the carrier. Without such specific information, the analysis can only be carried forward on the basis of general averages. Due to these complexities, the reported results of the viability analysis exclude the effects of overhead traffic. However, the recommendations reflect the required use of the line for overhead traffic.

The off-branch operating costs appropriate to the analysis are the subject of considerable debate. The analysis incorporates gross ton-mile costs, switching costs, loss and damage costs, car costs and clerical costs.

NYDOT and the Conference of States argue that only freight car costs should be included in the off-branch portion of the analysis, because all existing trains will continue and all employees will continue in their capacities regardless of the existence or absence

of the branch-line traffic. This argument has some merit when considering only one line generating a few cars per week, although even in this case existing abandonment procedures and analyses recognizes significant off-branch costs.

However, the framework of the Association's analysis is very different. The analysis encompasses nearly 10,000 miles of active rail line generating more than 1 million cars per year. The traffic represents more than 3,000 carloads per day which, with 30 loaded cars per train, represents more than 100 trains per day. In addition, train schedules are being changed, labor requirements are being restructured and yard functions are being redefined. The addition of 3,000 carloads per day obviously would require more plant, equipment and labor than otherwise would be necessary.

It is also argued that, if off-branch costs are to be incorporated, they should be developed by a costing procedure other than the ICC's Rail Form A because the Form A results provide inaccurate information. The ICC's Rail Form A costing procedure, used since the 1930's, has been subjected to a variety of criticisms. Although many of the criticisms appear to be substantive, no alternative procedure has been developed, tested and adopted for widespread use. Hence, the Rail Form A represents the only tool available for the estimation of off-branch variable operating costs.

There are five elements in the analysis of off-branch costs: gross ton-mile costs, switching costs, loss and damage costs, car costs, and clerical costs. All but car costs and loss and damage costs were developed using the Rail Form A costing procedure. In the development of these costs, however, several input cost accounts were excluded because it is believed that they are not relevant.

The gross ton-mile cost has three elements. The first is primarily the variable cost of maintenance-of-way. The second is a locomotive variable unit-mile cost, prorated over the average trailing gross tons per through train. The third is train-mile variable costs, also prorated over the average trailing gross tons per through train. The resulting unit costs are applied to the off-branch gross ton-miles of the branch-generated traffic.

The switching costs are developed on a per-unit basis for each of 3 types of car-switching service: road train to industry switch for traffic originated or terminated on the branch lines and terminated or originated elsewhere on the system, 1 interchange switch for interline traffic (including empty return) and intertrain switches based on 2 at the local yard plus 1 every 200 miles of line haul.

Clerical costs are the average billing cost per car. The loss and damage costs are the total of such costs incurred by commodity allocated on a per-ton basis.

The freight car costs are developed as the weighted average car costs classified by commodity using the AAR Car Hire Master List (described above). The resulting mile costs are applied to the off-branch car miles, including circuity and empty return. The car days are calculated on the basis of: 4 days for terminal switching, one-half day for each interchange and intertrain switch, and 1 day for each approximately 500 miles of haul or fraction thereof. These procedures result in 5.5 car days for a 1,000 mile interchange move compared to an estimated 7 days under current operations.

The off-branch costs for a Penn Central line generating 200 carloads, 9,400,000 off-branch gross ton-miles, 7 terminal switches, 331 interchange switches and 1,329 intertrain switches are:

$136.60	Average ton-mile costs per carload
32.70	Average terminal switching costs per carload
9.26	Average interchange switching costs per carload
5.26	Average intertrain switching costs per carload
3.52	Average loss and damage costs per carload
18.70	Average car-day cost per carload
27.80	Average car-mile costs per carload
4.77	Average clerical costs per carload

Because this complex analysis must be applied to more than 9,000 miles of railroad, it has been computerized. However, the characteristics of each line are unique, and therefore each has also been subjected to manual review and evaluation.

The analytical results which have been summarized above include detailed consideration of each line's financial self-sufficiency under traffic, revenue and estimated cost levels which prevailed in 1973 and an estimation of realizable rate increases and traffic growth due, for example, to the location of a new shipper on the line.

A line-by-line evaluation of traffic growth has two basic elements. First, because the data used in the analysis related to 1973, new firms could have come into existence and the existing shippers could have permanently increased their use of rail service. Second, a line may realize the necessary traffic growth in the near term to become self-sufficient. In both cases, the involved lines represent prudent business investments and should be included in the Final System Plan.

More current carrier information has been analyzed to assist in the identification of traffic growth which already has been realized. The major sources of the needed information concerning traffic growth are the testimony provided at the RSPO hearings (including those to be held on this report), the communications which are being received directly from individual shippers, information provided by public agencies such as the state departments of transportation and information provided by the railroads. Where the verified information indicates that the traffic growth will enable self-sufficiency, the involved line segment will be recommended for inclusion the Final System Plan. Where no specific information was available, the estimated

region-wide average growth rate has been used to evaluate the growth potential.

Conclusion

This technical description of the analytic progress is essential to a full understanding of the depth of the light-density line analysis. Revenue and cost items were identified as precisely as possible and, once the data were established, the formula was applied. It would be a mistake to assume, however, that a simple computer run then established the preliminary conclusion with respect to any specific line.

Considerable effort was expended to verify data. Each line was studied again individually to assure greater accuracy. Rate adjustments and identifiable traffic growth patterns were taken into account when information was available.

No doubt, there will be some disagreement with the data as well as the formula. The Association feels confident of both but will be attentive to the public response and evaluation, primarily through the RSPO hearing process. Comments and evaluations will be carefully considered during preparation of the Final System Plan.

18

Railroad Marine Operations

The Association's analysis of rail service in the Northeast and Midwest includes review of car-ferry operations, principally those across Lake Michigan, Chesapeake Bay and New York Harbor. Marine transportation provides a special service to shippers, but it has imposed a substantial financial burden on the bankrupt carriers. Many existing facilities and most of the vessels soon will have to be replaced or rehabilitated to make the level of service more safe and efficient. The capital expenditures needed to complete such a project would be considerable.

This chapter explains the methods used to analyze car-ferry operations. In essence, these systems were considered as light-density branch lines and subject to the same analytic procedures. The Association has concluded that due to the high cost of modernizing the existing car-ferry fleet and facilities, ConRail should not be responsible for maintaining and improving marine operations. As a result, these lines would become available for the subsidies authorized in Title IV of the Regional Rail Reorganization Act of 1973.

Most marine operations of the bankrupt railroads in the Region have been declining for many years. These operations include:

Ann Arbor Railroad—
  Lake Michigan Car Ferry Service
Penn Central—
  Cape Charles, Virginia, to Little Creek (Norfolk), Virginia, Car Float Service
Penn Central, Erie Lackawanna and Lehigh Valley—
  New York Harbor Car Float and Lighterage Services
Reading Company—
  Delaware River Car Float Service
Mackinac Transportation Company—
  Mackinac Straits Car Ferry Service

The Ann Arbor service on Lake Michigan, which has retained a reasonably substantial volume of traffic, essentially is part of a secondary through route in connection with the Green Bay & Western Railway. Similarly, the Cape Charles-Little Creek service is a link in a through route of secondary importance, although local factors are also involved. Traffic on this marine route also has held up relatively better than on the others.

The New York Harbor and Delaware River operations are essentially local in nature, handling traffic between rail terminals and waterfront locations not directly on the lines of the operating companies. The Mackinac Transportation Company's Mackinac Straits service forms a bridge between little-used branch lines.

Car-ferry operation is much more expensive than train operation on a per-mile basis. On a typical car ferry, 35 men perform the work that 5 men accomplish moving the same amount of traffic over rails. The cost of maintaining a ship and float bridges exceeds the equivalent cost of track and locomotive maintenance, and the ship uses much more fuel than a locomotive. The economics of car-ferry operation do not resemble those of marine transportation in general. In essence, it is a piggyback service of a very specialized nature whose sole justification is the avoidance of an extreme amount of railroad circuity.

Gains in rail productivity have been made by increasing the size of individual cars, thus requiring less handling and switching per ton of cargo moved, and by increasing the number of cars made up into trains, thus requiring fewer crew and motive units. Bigger rolling stock and longer trains do not result in equivalent productivity gains for marine operation, however, because of the absolute limit on the number of rail cars that can be accommodated and thus the freight tonnage that can be floated. Moreover, as land freight speeds increase, water links are put at a further disadvantage.

The marine services in the Region are at a crucial juncture because certain vessels need imminent replacement, but they will have to compete for funds with mainline consolidation and improvement, including a large amount of deferred maintenance. Large investments in new marine equipment could reduce operating costs substantially—including fuel, crew, general operating capacity, maintenance and repair. However, these investment expenditures to reduce marine operating costs would be desirable only where the marine service must of necessity be continued, since new investment which yields a lower but continuing deficit is less attractive than abandonment.

Two of the five marine operations in the Region are potential medium-density routes for freight service and are presently used for through freight. The Lake Michigan car ferries serve traffic which would otherwise move via the Chicago gateway; the Chesapeake Bay car float is an alternative to the Potomac Yard (Alexandria, Va.) gateway and also serves as a route for oversize loads; car-float interchange at New York Harbor avoids extreme circuity for freight moving between the Long Island RR and the PC, LV and EL Railroads.

The revenues derived from waterborne traffic are generally lower than those which would be earned on the same traffic moving via an alternative rail route, since the water route is generally the short route and rail rates traditionally have been based on average costs and distance, not specific costs. Shippers recognize these rate-making benefits and press for continued marine service. On the other hand, service over the shorter land-water route can be more expensive to provide than longer all-land service.

The revenues attributable to a marine service such as a car ferry are not easily disentangled from overall revenues for the movement, and they depend heavily on the particular commodity and origin-destination combination. Thus, the analyses of individual marine operations set out below emphasize comparative costs of various land-water and all-land routes as being the most valid measure of the preferred alternative.

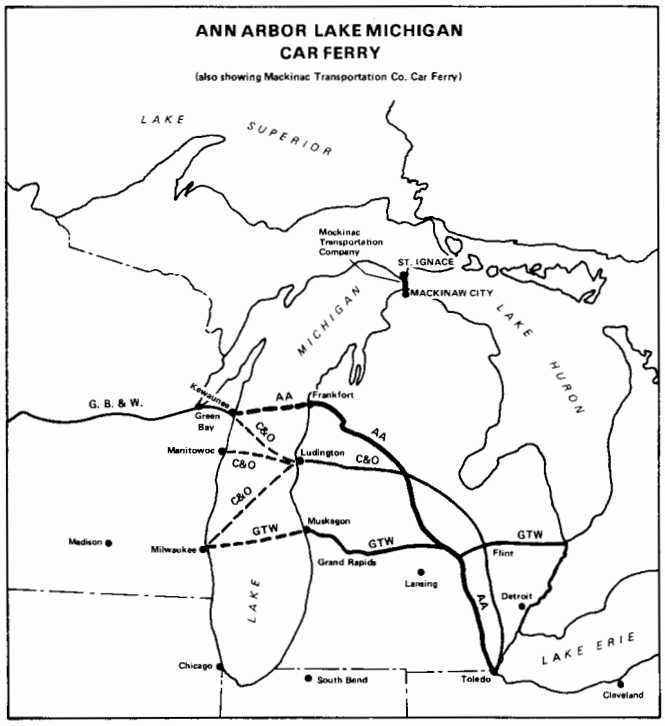
Ann Arbor Car Ferry Service

Currently, three railroads provide car ferry service across the center of Lake Michigan (see Figure 1):

C&O (Chessie System) between Ludington, Mich., and Milwaukee, Manitowoc and Kewaunee, Wis.
Ann Arbor RR between Frankfort, Mich., and Kewaunee, Wis.
Grand Trunk Western RR between Muskegon, Mich., and Milwaukee, Wis.

Of the three, the Chessie's is the most extensive operation, serving three separate routes from a single port on the Michigan side of the Lake. The Ann Arbor service is second with 30–35 trips per week over its single remaining route. The GTW service consists of one round trip 5 days per week, the prime purpose of which is to provide access to Milwaukee. The Chessie and GTW

FIGURE 1



are seriously considering discontinuance of their car ferry operations.

The Ann Arbor car-ferry service normally is conducted by 1 vessel, the *Viking*, which is capable of handling 26 rail cars. A second ship, the *A. K. Atkinson*, is out of service due to the need for extensive repairs. The *Viking* is adequate normally for the amount of traffic currently handled; when a substitute or auxiliary vessel is needed, a spare GTW ferry is rented. Two round trips per day is the normal operation. Formerly three other car-ferry routes were operated from Frankfort by the Ann Arbor, but these were discontinued due to declining traffic. On the remaining Frankfort-Kewaunee route, traffic has remained relatively steady.

The principal connection on the Wisconsin side of the Lake at Kewaunee is the Green Bay & Western R. R., which operates a single main line without branches across northern Wisconsin, terminating at Winona, Minn., on the west bank of the Mississippi River. This line relies on the car-ferry connections at Kewaunee for approximately half its overall traffic. This traffic is divided between the Ann Arbor and the Chessie in a ratio of approximately 3:2. Thus, we find the AA and GB&W, two roads of comparable size and similar in some characteristics, each dependent upon the other for approximately 30 percent of its traffic. However, the GB&W still makes a small profit and the AA is bankrupt. That the AA is encumbered with the car-ferry operation probably is one of the principal reasons for the disparity. Table 1 shows the comparison.

Since most of the traffic using the car ferry is relatively long haul to the AA, it accounted for 51 percent of the 1973 revenue or approximately $5,380,000. The northern 185-mile section of the AA is nearly devoid of local traffic and therefore almost wholly related to the car ferry.

As indicated in Table 2 total traffic averages approximately 2,500 cars per month, of which 1,600 are loads and 900 are empty cars. The percentage of loaded cars is approximately 70 percent eastbound, but total cars are reasonably close to balance. As the northern two-thirds of the Ann Arbor RR exists mainly for the ferry connection, it is apparent that the greatest revenue source is also the most acute problem.

Traffic over the Kewaunee-Frankfort route, which has held steady or increased slightly during the last 3 years, amounts to about 20,000 annual carloads, with the *Viking* generally used to capacity eastbound. Total

TABLE 1.—*Comparison of the GB&W and AA operations, 1973*

	Miles of road	Revenue ($000)	Expense ($000)	Net profit (loss) ($000)	Operating ratio (percent)
GB&W	254	$8,820	$8,638	$282	82.5
AA	292	10,542	12,327	(1,785)	97.9

Source: Railroad operating records.

TABLE 2.—*Ann Arbor Lake Michigan car ferry traffic between Kewaunee and Frankfort, monthly by direction, 1974*

	Month									Monthly average	Average number of cars per trip
	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.		
Westward:											
Loads	395	440	430	424	765	447	464	458	357	464	7.2
Empties	684	643	698	791	398	664	664	600	527	630	9.7
Total	1,079	1,083	1,128	1,215	1,163	1,111	1,128	1,058	884	1,094	16.9
Eastward:											
Loads	1,225	1,094	1,255	1,255	856	1,080	1,035	1,052	1,092	1,105	17.1
Empties	200	187	237	205	423	276	286	266	209	254	3.9
Total	1,425	1,281	1,492	1,460	1,279	1,356	1,321	1,318	1,301	1,359	21.0
Number of round trips	65	60½	69	67½	60½	65	65	67	62	64.6	

Source: Ann Arbor Railroad operating records.

Ann Arbor car-ferry traffic has declined substantially due to the reduction of vessels and routes served and to increased car sizes; more than 40,000 average annual carloads were moved by car ferry during the 1960's, but 1973 traffic was 27,000 carloads, and 1974 will show about 20,000 carloads, based on monthly movements through September. More than half the car-ferry traffic originates in either Minnesota, Wisconsin or Michigan, and more than half of traffic terminations are in Wisconsin, Michigan and Ohio.

Continuation of the Ann Arbor service is strongly supported by Wisconsin interests because of its assumed importance (a) for the traffic and revenues of the Green Bay & Western, (b) in providing a regular flow of empties westbound, (c) in providing what is viewed by shippers as better and more reliable transit time relative to the Chicago gateway and (d), probably uppermost in shippers' minds, providing the short-route rate base for traffic in the Northern Midwest, especially northern Wisconsin and Minnesota.

As seen in Table 3, total expenses charged to car-ferry operations for the single vessel in service during early 1974 have been approximately $239,000 per month. This figure is inclusive of vessel depreciation and dockside expenses at both Kewaunee and Frankfort. Deleting $11,000 per month to reflect income earned in passenger service gives a net marine operating cost of $228,000 per month, or about $2.7 million per year. A comparison to revenues anticipated for 1974 traffic (which total less than 1973 because Manitowoc service has been abandoned) would leave about $1.6 million, over and above marine costs, to defray rail costs for the northern trackage and shore facilities.

The two most likely alternatives are (1) upgrade the car-ferry service via purchase of a new vessel (which could serve any ports designated) or (2) abandon the car-ferry service and route the traffic all-rail via Chicago. A comparison of these alternatives follows:

TABLE 3.—*Ann Arbor projected marine operating costs, 1974*

Category	Operating cost per month
Boat Operation	$99,000
Boat Maintenance	13,200
Miscellaneous Operation	600
Boat Depreciation	28,700
Boat Insurance	10,300
Frankfort Station and Dispatch Expense	8,000
Frankfort Maintenance of Equipment (Car Inspection)	10,500
Dock Maintenance and Depreciation	2,200
Kewaunee Station, Joint Costs	1,600
Three Locomotive Units (Maintenance and Depreciation)	11,250
Casualty Costs	14,300
Employee Benefits	39,500
Subtotal	239,150
Less Passenger Revenue	10,900
Total	228,250

Source: A. T. Kearney, Inc., *Analysis of Railroad Operated Ferry and Lighterage Operations*, January 1975.

TABLE 4.—*Comparison of present Lake Michigan car ferry and major alternatives*

AVERAGE PER CARLOAD

	Present service	New vessel Kewaunee-Frankfort	All-rail via Chicago
Marine costs	$143	$66	
Incremental rail costs [1]			$33
Total-move costs (major shipments)	$643	$564	$538
Fuel consumption (gallons)	150	144	56

[1] These costs are the total all-rail route costs less the rail portion of through-route costs incurred in a comparable movement via the car ferry; thus the "incremental rail" cost by way of Chicago is comparable to the marine cost by way of Frankfort.

Source: A. T. Kearney, Inc., *Analysis of Railroad Operated Ferry and Lighterage Operations*, January 1975.

A new vessel would require incremental investment of approximately $18 million. Further expenditures on shore facilities and supporting rail lines are *not* included. Both alternatives are superior to present service in that the cost per carload would be reduced while less energy was consumed. Foregoing any investment, it would be possible to save $110 per car by routing through Chicago, whereas the new vessel would give lesser savings of approximately $80 per car. The choice between these two alternatives will depend on the estimated benefit of increasing the level of traffic through Chicago versus the willingness of the various interested parties to provide financial support for the new vessel.

Retention of the marine operation would be slightly more attractive than portrayed in Table 4 if it were feasible to shift the service to the Chessie port of Ludington, thereby reducing the distance traveled for both segments of the move. Although this route would be difficult to arrange, it may be worthy considering if service is continued under subsidy.

Table 5, which follows, shows a more detailed cost relationship of various methods of moving traffic between selected points.

Tables 6 and 7 are included to show the origins and destinations of the traffic handled. As previously mentioned, it will be noted that the states of Michigan, Wisconsin, Minnesota and Ohio predominate.

Penn Central Chesapeake Bay Car Float

From the standpoint of geography, this service has some of the same characteristics the Ann Arbor service. It is a link in a secondary through route which parallels more heavily utilized trunk lines. As the AA ferry is important to the GB&W, the Cape Charles ferry is important to the Norfolk Southern Ry., now a subsidiary of the Southern, as it gives that carrier a long

TABLE 5.—*Comparison of carload cost for total movement, selected movements and alternatives, Ann Arbor Lake Michigan ferry*

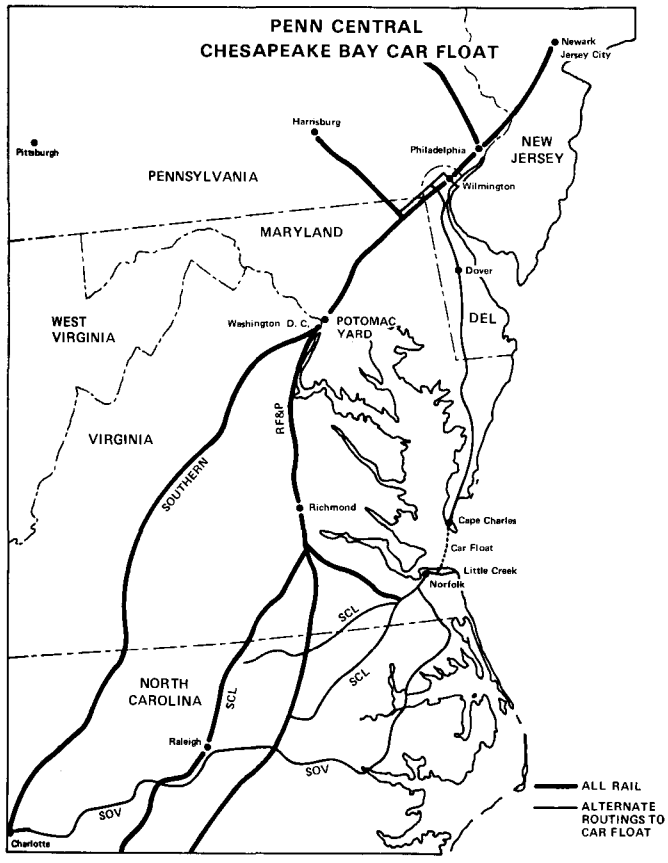
Movement	Present service	Present service (capacity)	Upgraded service present traffic	Upgraded service increased traffic	Upgraded and consolidated service	Chessie	All rail	Total revenue
Marine cost	$143.00	$90.00	$162.00	$66.00	$62.00	$90.00	$32.45	
Owasso to Kenosha	495.49	442.49	514.49	418.49	397.83	425.83	375.42	$559
Green Bay to Detroit	456.07	403.07	475.07	379.07	361.30	389.30	365.70	317
Green Bay to Toledo	514.32	461.32	533.32	437.32	413.04	441.04	453.13	645
Algoma to Pittsburgh	654.27	601.27	673.27	577.27	552.93	580.93	553.10	879
Wisconsin Rapids to Jersey City	1,019.16	966.16	1,038.06	942.16	920.41	948.41	916.43	927
Wyandotte to Milwaukee	561.76	508.76	580.76	484.76	449.95	477.95	392.64	807
Dearborn to St. Paul	592.97	539.97	611.97	515.97	496.14	524.14	510.51	724
Green Bay to Lima	489.02	436.02	508.02	412.02	393.21	421.21	334.54	298
Casper to Flat Rock	1,006.64	953.64	1,025.64	907.65	929.64	635.65	893.31	2,250
Total	5,789.70	5,312.70	5,960.60	5,074.71	4,914.45	5,144.46	4,794.78	6,406
Average of 9 moves	643.30	590.30	662.29	563.86	546.05	571.61	532.75	711

Source: A. T. Kearney, Inc., *Analysis of Railroad Operated Ferry and Lighterage Operations*, January 1975.

haul on traffic so routed. Also, the water link is at the extreme end of a line with little intermediate traffic, as is the AA's marine operation at Frankfort, Mich. (See Figure 2.)

Another reason for the Cape Charles link is that it is PC's only access to the Norfolk area. Historically this factor weighed more heavily than at present, since the absence of the interline traffic would mean a light density operation indeed. This link is also used to some extent for over-dimension shipments which cannot be handled on the principal trunk lines because of restricted clearances. There is no competing service of a similar nature between the Delmarva Peninsula and Norfolk. The C&O (Chessie) has limited marine operations in the Hampton Roads area, serving different locations.

FIGURE 2



This operation uses the tugboat and car-float principle instead of the car ferry employed on Lake Michigan. Present marine equipment includes two 1,600 HP diesel-electric tugs known as the *Chicago* and *Philadelphia*, both of which were built in 1955. Two barges (car floats) are also used, only one of which, the *Captain Edward Richardson*, is owned by PC. The second barge is leased from the C&O as necessary. The *Richardson* was built in 1948 and has a capacity of 26 average cars, and the C&O float can accommodate 18 cars. The *Richardson* is leaky and in poor condition, notwithstanding extensive repairs made in 1973.

The crew requirement of the car-float operation is 12 men per 8-hour shift, roughly equivalent to the car-ferry operation on Lake Michigan which requires 35 men for a round-the-clock operation. The operation is conducted on an unscheduled basis, averaging four round trips every 24 hours.

The Penn Central car float handled about 51,000 cars in 1972 (data for 1973 are not reliable due to both the *Richardson* and the Delmarva mainline being out of service for several months). Of this total, about 30,000 carloads were floated, of which 58 percent were northbound. The traffic for the year ending June, 1974, has not recovered to the 1972 level and amounted to only 25,000 carloads. At carload levels of 1972, utilization would not approach maximum engineering capacity under continous operation. Also, the service is unreliable due to weather and equipment problems. A large majority of the carloads floated are overhead or bridge traffic (about 70 percent in 1972), which Penn Central could interchange on or off the Washington area or farther west in the event of car float abandonment, but PC would receive a shorter haul.

More than one-half the carloads floated in 1973 (USRA data tapes) showed origination in the four

TABLE 6.—*Ann Arbor Lake Michigan car ferry data, 1973; by origin state or province*

Origin state or province	Total carloads	Total tons	Ann Arbor revenue	Total revenue
Alberta	176	9,760	$33,481	$293,413
Alabama	15	727	1,745	12,040
Arkansas	3	122	652	3,141
British Columbia	1,555	67,213	293,435	2,610,873
California	349	14,459	67,371	705,228
Colorado	6	194	1,081	6,881
Connecticut	8	232	1,173	6,698
District of Columbia	42	1,857	7,649	30,201
Delaware	8	592	1,846	13,924
Florida	75	4,872	8,105	85,617
Georgia	784	64,153	112,600	1,175,206
Iowa	8	288	1,093	6,725
Idaho	591	25,592	102,561	909,358
Illinois	30	756	4,156	15,745
Indiana	22	698	4,268	13,380
Kansas	1	18	107	459
Kentucky	27	868	2,569	12,817
Louisiana	10	512	1,588	9,384
Massachusetts	40	874	5,538	31,872
Manitoba	37	2,418	10,507	69,619
Maryland	23	933	5,319	21,351
Maine	272	9,618	40,563	224,231
Michigan	3,297	159,247	817,356	2,772,464
Minnesota	3,099	126,587	638,139	3,085,073
Missouri	2	71	295	1,175
Mississippi	1	50	74	582
Montana	302	13,759	50,759	463,677
Nebraska	17	564	2,351	14,431
North Carolina	71	2,741	5,547	51,041
North Dakota	171	7,478	39,819	183,306
New Brunswick	6	114	965	4,556
Newfoundland	9	482	1,817	14,722
New Hampshire	20	654	2,960	16,942
New Jersey	63	2,370	14,225	71,005
Nova Scotia	47	2,856	10,954	71,163
Nevada	4	131	698	4,515
New York	236	10,299	41,452	176,289
Ohio	1,463	47,897	359,509	1,625,536
Oklahoma	12	344	1,053	8,762
Ontario	343	21,604	110,446	404,251
Oregon	889	38,433	172,595	1,548,810
Pennsylvania	649	19,916	134,733	714,090
Quebec	254	11,012	51,640	278,677
Rhode Island	1	49	86	692
South Carolina	108	6,267	12,594	121,798
South Dakota	69	3,508	16,664	74,045
Saskatchewan	1,330	169,101	380,907	2,586,438
Tennessee	2	56	194	2,440
Texas	5	184	636	2,368
Utah	3	169	541	4,218
Virginia	115	4,788	19,863	72,718
Vermont	19	760	3,406	20,694
Washington	967	42,946	181,963	1,572,057
Wisconsin	8,826	288,043	1,614,395	4,897,922
West Virginia	13	722	3,594	11,721
Wyoming	517	132,930	138,456	925,652
Total [1]	27,011	1,322,888	5,380,093	28,062,293

[1] Approximate totals only. Exact totals not possible due to data processing difficulties and possible differences between scheduled routing and actual.

Source: Special USRA computer run of Ann Arbor traffic tapes for 1973.

TABLE 7.—*Ann Arbor Lake Michigan car ferry data, 1973 by destination state or province*

Terminating state or province	Total carloads	Total tons	Ann Arbor revenue	Total revenue
Alberta	53	942	8,799	$86,937
Alabama	30	1,062	2,444	25,230
Arizona	10	140	2,444	15,771
British Columbia	26	966	6,441	61,267
California	271	9,921	59,296	549,398
Colorado	12	264	1,769	13,404
Connecticut	501	19,186	73,090	553,472
District of Columbia	38	1,120	6,325	26,865
Delaware	112	3,959	19,696	116,067
Florida	63	1,353	4,319	55,044
Georgia	34	1,000	2,489	26,127
Iowa	15	227	2,237	9,185
Idaho	14	264	2,456	19,802
Illinois	76	2,474	16,318	52,121
Indiana	241	8,479	36,463	154,307
Kansas	1	14	92	887
Kentucky	200	13,294	43,564	219,205
Massachusetts	892	30,354	133,564	753,213
Manitoba	22	858	4,403	30,419
Maryland	392	12,968	72,078	410,436
Maine	198	6,741	28,501	190,259
Michigan	4,976	218,806	1,084,268	5,250,898
Minnesota	1,927	77,319	417,204	1,732,269
Missouri	4	90	499	3,095
Montana	116	7,789	28,182	164,830
Nebraska	6	183	1,291	9,009
North Carolina	36	1,254	3,894	33,604
North Dakota	109	2,971	18,752	87,646
New Brunswick	3	66	707	2,723
Newfoundland	10	380	6,117	39,325
New Hampshire	92	3,837	13,352	96,303
New Jersey	799	30,881	142,361	818,167
New Mexico	4	75	361	4,060
Nova Scotia	100	103,918	28,470	233,562
New York	2,297	89,848	413,743	3,153,937
Ohio	6,067	345,955	1,373,434	5,857,612
Ontario	218	9,997	42,712	256,363
Oregon	240	5,580	56,571	482,978
Pennsylvania	1,944	75,143	351,139	2,091,884
Quebec	118	4,372	26,043	183,933
Rhode Island	74	2,319	9,341	77,773
South Carolina	20	583	2,169	19,036
South Dakota	35	1,070	7,662	29,957
Saskatchewan	23	365	3,950	32,761
Tennessee	92	4,934	9,592	83,949
Texas	3	100	394	2,369
Utah	5	182	1,041	10,998
Virginia	335	14,778	55,710	391,106
Vermont	139	5,495	23,110	110,184
Washington	213	4,037	53,922	407,669
Wisconsin	3,723	192,191	820,556	2,944,682
West Virginia	81	2,776	14,405	77,945
Wyoming	4	44	497	3,346
Total [1]	26,901	1,322,982	5,529,438	27,976,475

[1] Approximate totals only. Exact totals not possible due to data processing difficulties and possible differences between scheduled routing and actual.

Source: USRA computer run of Ann Arbor traffic tapes for 1973.

states of North Carolina, Virginia, Delaware and Pennsylvania, and these same four states also received more than one-half the traffic terminated after being floated. The state of Maryland had substantial terminating traffic, though it did not show many originations.

Table 8 is a summary of traffic handled during 1972, demonstrating the dominance of bridge or overhead traffic.

Like the Ann Arbor RR, the lower 90 miles of the PC Delmarva Branch, south of Salisbury (see map) has very little local traffic and therefore exists primarily because of the marine connection. This trackage is in very poor condition, and the cost of restoring it to a satisfactory level would be excessive. The funds could be used more productively to improve main-line trackage.

Total expenses charged directly to car-float operations on the Chesapeake in 1972 by Penn Central amounted to about $2.9 million for the year, inclusive of vessel depreciation and yard-dockside expenses. A

USRA contractor estimated that, after accounting for inflation, this is equivalent to about $3.5 million for 1974. There are no truck or passenger revenues to defray part of these expenses, as in Lake Michigan operations. Penn Central has reported gross revenues of about $8.5 million on the traffic floated in 1972 (USRA tapes show about $6.8 million for atypical 1973 traffic data), leaving some contribution to defray the nonmarine rail costs of moving the traffic plus shore facilities. Penn Central has estimated a deficit overall on the car-float traffic, based on marine costs plus long-term variable rail costs for the land portion of the haul, which amounted to about $1.2 million per year, using 1972 data. Table 9 details the marine costs.

TABLE 8.—*Penn Central traffic and revenue at Norfolk stations and Interchange, 1972*

Class of traffic	Cars	Tons	PC revenue	Gross revenue
Originated and forwarded	2,501	144,543	$951,497	$1,034,239
Received and terminated	5,840	333,592	2,815,066	3,287,075
Bridge	19,655	1,026,764	4,841,534	11,973,907
Total	27,996	1,504,899	8,608,097	16,295,221

Source: Penn Central Transportation Co.

TABLE 9.—*Penn Central Chesapeake Bay car float, annual operating cost*

Category	1972 operating cost	1974 operating cost [1]
Marine transportation	$684,600	$842,058
Station expense:		
Cape Charles	33,621	41,353
Norfolk	63,436	78,026
Maintenance of float equipment	236,985	291,491
Maintenance of way	77,859	95,766
Maintenance of structures	68,551	84,317
Insurance and depreciation	52,478	64,548
Yard operation, Cape Charles	331,887	408,221
Yard operation, Little Creek	255,154	313,839
Joint facility operation and trackage	127,413	156,718
Payroll taxes and fringe benefits	312,864	384,823
Other expense:		
Property tax accruals	31,322	38,526
Car cost (prorated per diem between Norfolk and Cape Charles)	418,200	514,386
Personal injuries and property damage	181,898	223,734
Miscellaneous	2,194	2,698
Total	2,878,465	3,540,504

[1] Inflation factor 1972–74 is 1.23.

Source: A. T. Kearney, Inc., *Analysis of Railroad Operated Ferry and Lighterage Operations*, January 1975.

Several alternatives have been considered for the Chesapeake Bay car float. They are similar to those considered for the Lake Michigan service. Present service compares poorly with both (1) an upgraded service operated with a new vessel, most likely a self-propelled barge with potential for use in container service as well, and (2) abandonment of the car float in favor of all-rail movement through the Potomac Yard (Alexandria, Va.) gateway. Two different alternatives have been costed for new vessels: a vessel with a capacity of 30 cars and another vessel which could accommodate 60 cars, both of which were originally investigated for Penn Central.[1] A comparison of the unit cost projected for each of these alternatives follows in Table 10:

TABLE 10.—*Comparison of PC car float and major alternatives*

AVERAGE PER CARLOAD

	Present service	New vessel		All-rail
		30-car	60-car	
Marine costs	$120	$58	$31	
Incremental rail costs [1]				$57
Total-move costs (major shipments)	$546	$484	$457	$483
Fuel consumption [2] (gallons)	32	41	31	20

[1] See note to Table 4.

[2] Philadelphia-Norfolk only.

Source: A. T. Kearney, Inc., *Analysis of Railroad Operated Ferry and Lighterage Operations*, January 1975.

The comparison table shows that all three alternatives compare favorably with the current car-float service. The new 30-car vessel and the all-rail movement via Potomac Yard are estimated to have the same unit costs of $483–$484, an improvement of about $60 over current car-float operations, and also better than the current equipment operating at full capacity (not shown). The incremental rail costs of $57 for an all-land movement are almost identical to the projected marine costs and would require little or no investment, though some peninsular traffic would be forced to use trucks through the Bay Bridge Tunnel at a cost estimated to be almost equivalent to the current car float.

A new 60-car vessel would have more favorable marine costs than a smaller vessel, reducing marine costs to $31 per carload. However, the larger capacity vessel would have to attract enough traffic to permit operation at efficient cost levels, since the achievement of reduced unit cost is almost entirely dependent upon full utilization of the new equipment. The total traffic required to use the proposed vessel to capacity amounts to 120,000 cars yearly, including 69,000 loaded cars, more than double the volumes experienced in 1972.

Such traffic volumes are perhaps available, but very good service/marketing would be required to achieve them even if PC controlled the routing, and it would be at the expense of Potomac Yard traffic, which requires no new investment. Utilization of the Potomac Yard gateway would decline to the extent that traffic is diverted. Moreover, the capital investment required for the vessel alone is estimated to be about $7 million, and the float bridges, support facilities and Delmarva main line are all in poor condition.

[1] H. M. Tiedemann & Co., Inc., did marine consulting work for PC on these vessels.

Therefore, purely on economic considerations, this operation is excluded from the Preliminary System Plan. This assumes the absence of financial support from other sources, such as local interests in the affected states, the Virginia Port Authority, etc. A number of these interested parties are desirous of continuing this operation, but it is not known at the present time to what extent, if any, they may be able or willing to generate financial assistance. Another alternative which has not been studied is the possibility of a solvent carrier, for example, Southern Ry. or RF & P (see Chapter 4), assuming the operation of the car float and the Delmarva Line.

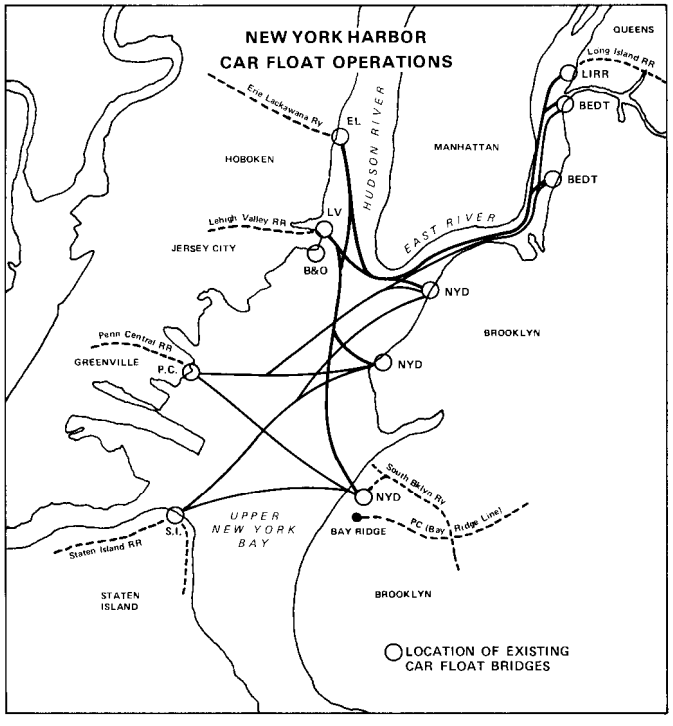
Table 11, which follows, is an expansion of the data contained in Table 10, showing the cost comparison for total movement between selected points. Tables 12 and 13 summarize the origins and destinations of 1973 traffic.

New York Harbor Marine Operations

New York Harbor rail marine operations are unique in that both car float and lighterage service are available from two or more trunk-line rail carriers. These services have differing origin and destination points, depending on the trunk-line carrier and dock railway or consignee-consignor involved. (See Figure 3.)

Car floating involves the movement of rail cars on and off floating barges at float bridge facilities which adjust for tidal variations. The average car float has 2 to 4 tracks with a total capacity of 14–20 forty- and fifty-foot rail cars. Car floating allows rail carriers and waterfront customers without land connections or with circuitous land connections to receive and deliver rail cars.

FIGURE 3



Lighterage service involves the unloading of a freight car's contents and placement of the lading onto an open or covered lighter (barge, scow, stickboat). Lighter deliveries can vary in weight from a few hundred pounds to several tons, and heavy single-unit loads such as tractors, transformers and generators are frequently handled in lighterage service.

Historically, lighterage has been provided for commodities that move at a tariff considered to be at or above fully compensatory levels. Thus, what would normally be termed an accessorial service (in addition to "normal" rail services, such as mechanical protective service) was, in practice, an extension of the line-haul carriage and was probably quite profitable even considering total marine costs incurred.

Before the turn of the century, line-haul rail carriers operated marine equipment in New York Harbor, providing car float and lighterage service for domestic and import-export shipments. During the period 1911–17, after the Pennsylvania Railroad gained control of the New Haven, car-float facilities were enlarged in anticipation of the opening of the Hell Gate Bridge. New Haven freight trains began operating to Bay Ridge after the Hell Gate Bridge was opened, taking advantage of the shorter car float route between the New Haven's Bay Ridge Yard and Pennsylvania terminal at Greenville. As recently as 10 years ago, 8 major trunk-line rail carriers were involved in New York Harbor rail-marine operations.

On January 1, 1969, the New Haven was formally merged into the Penn Central system. This, and the preceding merger of the New York Central and the Pennsylvania, significantly altered the freight routing patterns between New England and areas west of the Hudson River. Prior to these two mergers, movements from other than the New York Central were routed New York Harbor via the interchanges at Campbell Hall or Maybrook and over the Poughkeepsie Bridge. After the mergers, all nondock company routings were via Selkirk Yard near Albany. In 1969, car-float operations at Bay Ridge were closed and the track removed from the Bay Ridge terminal area.

Traditionally, rates to the greater New York area have been equalized. This equalization was predicated on the premise that New York City and the eastern New Jersey shoreline were integral elements of a single economic entity. It is only in the last few years that some large volume bulk commodity rates distinguished between Brooklyn, N.Y., and Jersey City, N.J.

Thirty years ago, a tremendous amount of intramodal rail competition existed. This competitive environment has diminished as mergers and consolidations of carriers have occurred. The merger of the New York Central, Pennsylvania and New Haven Railroads into the Penn Central in 1968 and 1969, and the cessation of marine operations by other rail carriers during the

TABLE 11.—*Comparison of carload cost for total movement, selected movements and alternatives, Penn Central Chesapeake Bay carfloat*

Movement	Present service	Present service (capacity)	Upgraded service (30-car)	Upgraded service (60-car)	All truck	All rail	Total revenue
Marine cost	$120.00	$66.00	$53.00	$31.00	$120.47	$57.29	
Austinville to Keller	528.60	474.60	466.60	439.60	577.92	524.52	$284
Camex to Salisbury	450.17	396.17	388.17	361.17	419.15	403.15	644
Plymouth to Baltimore	472.87	418.87	410.87	383.87	500.91	361.60	460
Seaford to Charlotte	478.00	424.00	416.00	389.00	345.04	429.29	366
Adel to Salisbury	540.20	486.20	478.20	451.20	314.03	506.32	352
Augusta to Boston	952.89	898.89	890.89	863.89	1,424.44	818.22	1,253
Norfolk to Philadelphia	399.34	345.34	337.34	310.34	243.93	340.08	432
Total	3,821.87	3,444.07	3,388.07	3,199.07	3,825.37	3,383.08	3,791
Average of 7 moves	545.98	492.01	484.01	457.01	546.48	483.30	542

[1] For example: Present service cost of Austinville—Keller equals rail cost ($408.60) plus marine cost ($120) or $528.60.

Source: A. T. Kearney, Inc., *Analysis of Railroad Operated Ferry and Lighterage Operations*, January 1975.

TABLE 12.—*Penn Central Chesapeake Bay car float data by origin state or province, 1973*

Origin state or province	Total carloads	Total tons	Penn Central revenue	Total revenue
Alberta	2	81	$530	$3,057
Alabama	112	3,443	26,622	79,050
Arkansas	31	884	13,893	33,496
British Columbia	12	493	4,545	21,087
California	121	4,874	63,428	223,332
Connecticut	35	1,282	14,445	21,145
Delaware	1,199	41,284	230,752	669,963
Florida	855	48,417	207,787	714,332
Georgia	1,199	30,137	201,705	573,409
Iowa	18	851	8,958	20,005
Idaho	7	297	2,931	11,426
Illinois	601	51,549	385,631	408,640
Indiana	1,336	109,668	795,400	833,708
Kansas	10	245	4,820	11,928
Kentucky	13	489	4,726	9,676
Louisiana	116	4,824	44,465	127,426
Massachusetts	82	1,757	40,765	79,372
Maryland	385	16,612	100,050	261,921
Maine	99	3,393	28,486	80,663
Michigan	161	10,067	81,595	90,603
Minnesota	20	414	7,754	14,001
Missouri	25	754	10,618	19,742
Mississippi	73	2,165	37,984	89,737
Montana	8	331	2,977	12,895
Nebraska	23	486	4,100	18,584
North Carolina	3,388	181,093	987,306	1,891,684
Newfoundland	2	122	2,431	4,104
New Hampshire	7	106	1,471	4,850
New Jersey	463	15,992	132,402	249,920
New Mexico	8	734	6,998	16,350
Nova Scotia	7	270	1,908	8,164
New York	592	12,057	246,390	385,333
Ohio	1,328	94,986	735,778	754,993
Ontario	53	1,861	40,182	60,022
Oregon	54	2,274	22,920	87,950
Pennsylvania	1,065	46,916	372,799	705,023
Prince Edward Island	5	92	1,391	3,928
Quebec	277	16,699	129,321	433,054
Rhode Island	25	555	25,811	26,172
South Carolina	622	20,892	123,539	344,129
Saskatchewan	75	4,299	32,254	99,212
Tennessee	18	614	3,344	9,631
Texas	70	3,624	31,893	120,793
Virginia	5,311	289,604	1,526,297	2,041,051
Vermont	24	536	5,601	10,660
Washington	17	730	7,981	30,653
Wisconsin	24	630	9,781	17,784
West Virginia	26	1,405	9,030	15,456
Wyoming	3	214	250	1,068
Totals	20,007	1,040,052	6,782,045	11,751,182

Source: USRA computer run of Penn Central traffic tapes for 1973.

TABLE 13.—*Penn Central Chesapeake Bay car float data, 1973, by destination state or province*

Destination state or province	Total carloads	Total tons	Penn Central revenue	Total revenue
Alabama	46	1,674	$14,653	$41,746
California	17	492	4,229	32,539
Connecticut	330	18,557	171,938	228,689
District of Columbia	9	122	1,507	2,010
Delaware	1,777	103,896	466,287	1,015,233
Florida	348	13,297	119,595	363,077
Georgia	576	22,396	150,741	437,267
Illinois	20	736	11,387	18,675
Indiana	142	4,971	97,614	124,784
Kentucky	2	16	558	1,719
Louisiana	23	825	7,963	34,947
Massachusetts	221	9,500	103,924	105,270
Maryland	3,363	148,023	723,971	1,764,770
Maine	9	652	2,915	8,823
Michigan	41	1,956	22,555	34,161
Mississippi	8	367	2,771	9,004
North Carolina	1,550	63,102	399,651	1,000,490
New Hampshire	7	427	3,393	5,236
Nova Scotia	1,187	59,077	377,263	585,854
New York	635	29,785	273,778	438,221
Ohio	130	5,144	55,002	88,800
Ontario	9	349	6,474	9,017
Oregon	3	73	915	5,675
Pennsylvania	1,428	65,700	452,286	716,485
Quebec	88	4,721	54,146	73,354
Rhode Island	78	3,748	40,139	59,375
South Carolina	236	8,853	72,871	194,563
Tennessee	113	3,703	24,127	74,653
Texas	27	627	18,243	48,241
Virginia	7,538	465,343	3,102,661	4,146,290
Vermont	9	572	3,275	7,410
Washington	9	280	4,045	20,011
Wisconsin	10	412	2,710	9,016
West Virginia	30	1,209	7,763	20,802
Totals	20,023	1,040,707	6,802,721	11,776,470

Source: USRA computer run of Penn Central traffic tapes for 1973.

preceding years modified the environment to an oligopolistic one.

The growth of intermodal competition in the last two decades has also exerted significant influence on the rail-marine level of competition through the reduction of total tonnage which rail transportation carriers attract. Many goods, especially those lightered, are rail-truck competitive. With lower total transit time and less

variability in transit time, the motor carrier became a more formidable competitor for lighterage traffic.

The level of rail-carrier aggressiveness in marketing mail-marine services can have an impact, either positive or negative, on the traffic volume handled. Many persons have expressed opinions that rail carriers not only do not actively seek this traffic, but in fact actively discourage it. The following railroads still serve New York Harbor:

Penn Central currently operates both car-float and lighterage service from its Greenville terminal near Jersey City, N.J.

Erie Lackwanna has the second largest New York rail-marine operation in terms of volume. This road currently offers both car-float and lighterage service from its New Jersey facilities. It is owned by Dereco, Inc., a wholly owned subsidiary of the Norfolk & Western. (USRA's study excludes detail on EL.)

Lehigh Valley is currently engaged in car-float operation only, having received ICC authority to abandon its lighterage operation in 1970.

Staten Island B&O. Although still in operation, traffic is now minimal.

Present volume of car-float traffic is approximately 50,000 to 55,000 cars per year between the trunk lines and the terminal carriers in Brooklyn—Brooklyn Eastern District Terminal and New York Dock Ry. With one minor exception, these terminal companies have no all-rail access and are therefore dependent upon the car-float service. A small amount of traffic is floated to/from Long Island R.R., i.e., Erie Lackawanna and Lehigh Valley traffic, but not Penn Central. Penn Central floated 20,800 cars and Lehigh Valley floated 14,800 in 1973. In 1974 the Erie Lackawanna floated 18,600 cars. Cost is estimated to average $43 to $60 per car.

PC lighterage traffic for 1973 is estimated at 60,000 to 80,000 tons, with an estimated unit cost of $17 to $22. As seen in Table 14, this traffic has shrunk drastically in recent years. The Erie Lackawanna currently estimates a loss of $28 per ton on lighterage service.

Table 15 shows present railroad-owned marine equipment.

Table 16 shows the traffic carried, revenue divisions in total and per car, and marine cost as a percent of those revenue divisions for the Penn Central and Lehigh Valley in 1973.

The marine costs range from 13 percent to 30 percent of the total average revenue received by the Penn Central and Lehigh Valley. Since the rates applicable to New York Harbor car floating are equalized for the area; that is, the rate to New Jersey is the same as the rate for a car floated to Brooklyn, a carrier that car floats a car to Brooklyn will have only 70 to 87 percent of its revenue division remaining to cover nonmarine costs. If the car had been terminated on the New Jersey shore, the carrier would incur no marine costs. Either the New Jersey land termination is an extremely profitable movement, or the land plus car-float movement is an unprofitable one. All indications point toward the latter being true.

TABLE 14.—*New York Harbor rail marine traffic and cost data*

	Cost per unit	Carloads by carriers			Total carloads
		Penn Central	Lehigh Valley	Erie Lackawanna	
Car float:					
1962		*	*	*	670,000
1966	$20.00	*	*	*	371,000
1967		36,000	*	*	*
1973	43–60	20,800	14,800	*	*
		Tonnage by carrier			Total tonnage
Lighterage:					
1961		*	*	*	4,360,000
1962	3.00	*	*	*	*
1965	7.75	*	*	*	*
1968		535,000	*	*	*
1969	11.50	533,000	*	*	*
1970		461,000	*	512,000	1,670,000
1971		189,000	*	*	*
1972		80,000	*	*	*
1973	17–22	75,000	*	*	*

*Information not tabulated in contract study.

Source: A. T. Kearney, Inc., *Analysis of Railroad Operated Ferry and Lighterage Operations*, January 1975.

Contract provisions in effect also favor the terminal companies on "free" days, demurrage, rate divisions and responsibility for switching and prompt unloading of floats. A USRA study estimated that marine costs amount to 15–20 percent of total freight revenues.

Figure 4 shows the degree of circuity incurred in reaching Long Island as a result of curtailed floating operations. At present Erie Lackawanna and Lehigh Valley traffic for the Long Island RR is floated via New York Harbor but all PC traffic is moved via Selkirk. This is by far the largest interchange with Long Island. As indicated by the map, traffic to/from the West is not

TABLE 15.—*New York Harbor rail marine equipment, 1963 and 1973*

	Carriers						Total	
	Penn Central		Lehigh Valley		Erie Lackawanna			
	1963	1973	1963	1973	1963	1973	1963	1973
Float bridges	*	2	*	1	*	1	*	4
Tugs	38	3	4	1	15	*	57	4+
Car floats	109	9	14	2	38	*	161	11+
Lighters	327	24	62	*	201	*	590	24+
Total floating	474	36	80	3	254	*	808	39+

*Information not tabulated in contract study.

Source: A. T. Kearney, Inc., *Analysis of Railroad Operated Ferry and Lighterage Operations*, January 1975.

TABLE 16.—*New York Harbor estimated car-float revenues and costs, 1973*

	Carrier		
	Penn Central	Lehigh Valley	Total
Carloads	20,800	14,770	35,570
Tons (000)	923	656	1,579
Revenue division (000)	$6,850	$2,990	$9,840
Revenue per car	$329	$202	$277
Marine costs as a percentage of revenues	13.1–18.2	21.3–29.7	15.5–21.7

Source: A. T. Kearney, Inc., *Analysis of Railroad Operated Ferry and Lighterage Operations*, January 1975.

hampered in any way; however, the degree of circuity for southern traffic is quite extreme. This would be improved considerably if it moved via Maybrook and the Poughkeepsie Bridge. The same would be true, of course, for traffic to/from southern Connecticut and the New York City area.

Abandonment of the float bridges at Greenville is an alternative that has been considered. The all-land route via Selkirk is very circuitous, and there are no land connections to Brooklyn terminals (except Bush Terminal), so much of the traffic would probably be lost without the floating operations. Consolidation of all railroad car-float connections, presumably at Greenville, would permit cost reduction in support facilities and more efficient scheduling and turnaround for the tugs of the terminal companies (which would be improved further if EL were included). If the latter savings were passed along to ConRail via better contract terms from the Brooklyn terminals, then continuing operations of the float bridges might be warranted.

The Preliminary System Plan recommends the abandonment of lighterage service as directly performed by the railroads, with this service provided by numerous commercial firms available in the area. Existing car-float operations are recommended for continuation under contract with the terminal companies on the condition that a more satisfactory contractual arrangement with ConRail can be consummated and all operations concentrated at one location. If this cannot be accomplished, other alternatives must be studied.

Reading Company Delaware River Car Float

The Reading Company maintains a small car-float operation on the Delaware River between Delaware River Pier, near Wilmington, Del., and Carney's Point, N.J., and between Delaware River Pier and Thompson's Point, Gibbstown, N.J. This operation consists of one crew Monday through Friday. The Delaware River Pier—commonly known as Pigeon's Point—is at the extreme end of the Wilmington Branch, which extends from Birdsboro, Pa. The southerly portions of this line below Coatesville, Pa. remains open primarily for the Delaware River traffic. A small amount of Wilmington area traffic is also handled. (See Figure 5.)

Floating equipment consists of a single 1,200 HP diesel tug, known as the *Brandywine*, plus 1 car float of 26-car capacity and 2 smaller floats, each with a 24-car capacity. There is a small 6-track yard and float bridges at Pigeon's Point on the Delaware side of the river, and on the New Jersey side there are bridges at 2 locations: Carney's Point, also known as Deepwater, and Gibbstown, which is also known as Thompson's Point, approximately 10 miles north of Carney's Point. At both these locations the du Pont Corp. has industrial facilities, the sole reason for the floating operation. However, these plants also have all-land access by rail, as they are both located on the PRSL. The principal reason for the car-float operation is to maintain a competitive route into the New Jersey plants for the Reading Company.

Normally, service consists of 2 round trips (Monday through Friday) between Pigeon's Point and Carney's Point and a single round trip between Pigeon's Point and Thompson's Point. A single crew is employed for this operation. Du Pont performs the car handling on the New Jersey side of the river. On occasion a trip is made on Saturday or Sunday, but du Pont pays the entire cost when this is necessary. Traffic for the first 11 months of 1974 averaged 358 cars per month to/from Carney's Point and 75 per month to/from Thompson's Point. These totals add both directions.

Cost data is incomplete but includes the following items:

Tugboat crew	$23,290/month	$158,280/year
Yard crew	1,125/ week	58,500/year

Recently this service was discontinued temporarily due to an accident in which an ocean-going vessel struck the float bridge at Pigeon's Point. While the floating operation was out of service, cars were moved into Thompson's Point and Deepwater via the PRSL.

Since satisfactory service can be provided by less costly all-rail movement, the Preliminary System Plan contemplates discontinuance. The present service is maintained essentially for competitive reasons, which presumably no longer would exist under ConRail.

Another consideration is the future of the Wilmington Branch of the Reading Company. This line is in poor condition generally. The Preliminary System Plan proposes the abandonment of this trackage, at least south of Coatesville, with Wilmington area traffic handled by alternate lines; discontinuance of the float operation would simplify the rationalization of Wilmington's traffic.

Mackinac Transportation Company

This company, of which Penn Central is the majority owner (with the Soo Line having a minority interest), operates a car-ferry service between Mackinaw City

FIGURE 4

CIRCUITY OF APPROACH FROM SOUTH
TO LONG ISLAND VIA SELKIRK

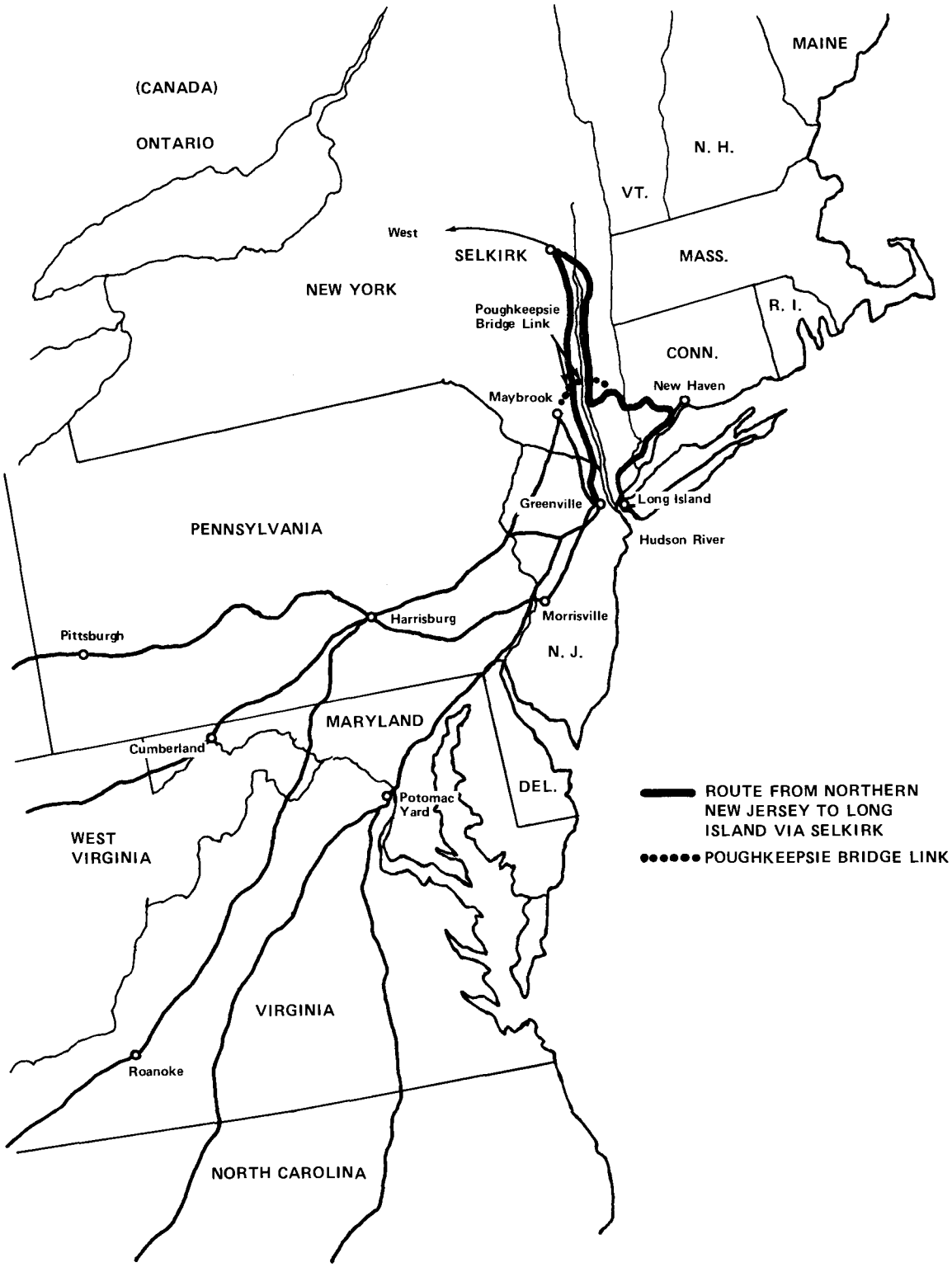
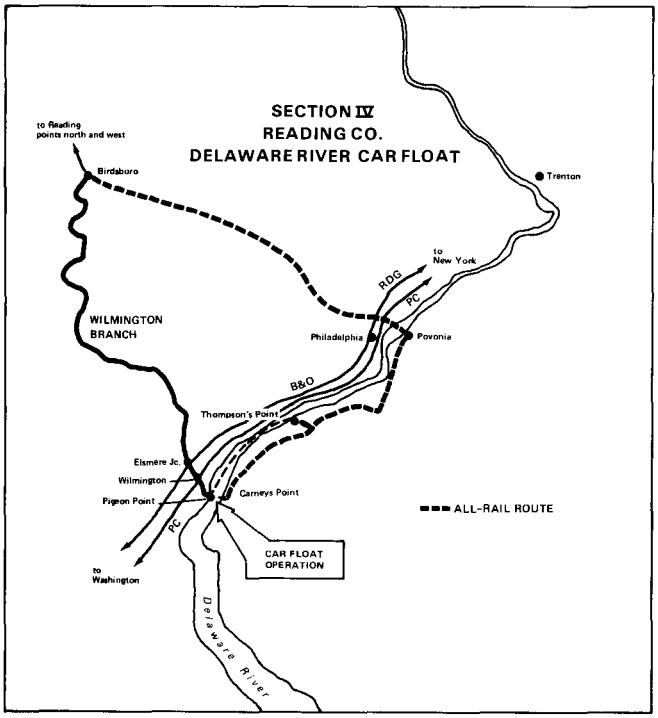


FIGURE 5



and St. Ignace, Mich., across the Mackinac Strait. (See Figure 1.) It connects the Penn Central on the south side of the Strait with the Soo Line at St. Ignace, a distance of 8.7 miles. Switching at each end is handled by the respective railroads. Floating equipment consists of a single ferry known as the *Chief Wawatam*, with a capacity of 21 freight cars. Service is currently operated on a once-per-week basis.

This was once an operation of some importance—in 1951, for example, 34,786 freight cars were handled. Before the opening of the Mackinac Bridge in 1957, ferry service for highway vehicles and passengers was also important. By 1969, traffic had dwindled to 4,118 rail cars for the entire year (the only source of traffic) with an operating ratio of 593.56 percent. In the first 9 months of 1974 only 951 cars were moved (Table 17). The reasons for the decline, in addition to the bridge opening in 1957, include the drastic reduction in industrial activity in the area and solicitation by competing lines for routing via Chicago.

TABLE 17.—*Mackinac Transportation Co. Mackinac Strait car ferry*

Total traffic, since 1970:	*Cars*
1971	3,170
1972	2,036
1973	1,633
1974 (9 mos.) [1]	951

[1] Compared to 1,210 in same period 1973.

Source: ICC Finance Docket No. 26303.

Application for complete abandonment was filed in 1970; to date the case has not been completed. Table 18 is the income statement submitted to the ICC covering 1968 through the first 5 months of 1970. It is not contemplated that this operation will be included in the Final System Plan.

TABLE 18.—*The Mackinac Transportation Co. income statement*

	1968	1969	First 5 months 1970
Operating revenues	$78,215	$70,418	$18,058
Operating expenses	331,654	418,056	302,380
Deficit from operations	(253,439)	(347,638)	(284,322)
Tax accruals	21,821	21,970	10,280
Operating deficit	(275,260)	(369,608)	(294,602)
Non-operating income:			
Contributions from other companies	493,864	564,227	310,968
Total non-operating income	493,864	564,227	310,968
Total income	218,604	194,619	16,366
Other deductions: Miscellaneous rents	181,855	157,325	821
Net income (before depreciation)	36,749	37,294	15,545
Depreciation	36,749	37,294	15,545

Source: ICC Finance Docket No. 26303.

Conclusions

Use of funds provided in the Act to modernize marine operations would prove to be a mistaken reinvigoration of obsolete facilities and equipment since the economic justification for the investment program is marginal at best. It is more efficient to channel the millions of investment dollars required for new vessels toward improved all-rail mainline freight service. Further, the higher traffic density on mainline routes resulting from discontinuance of water operations would lend further support to improvements in roadbed track and signalling, further enhancing service quality.

The Association has therefore concluded, subject to further review and negotiations with interested parties, that car-ferry service on Lake Michigan and the Chesapeake Bay car float should be excluded from the Final System Plan, on the basis of economic factors. The costs of these marine operations exceed the cost of available all-rail alternatives. Continuation of marine operations would require investment of approximately $25 million in new boats, plus additional expenditure for rehabilitation of support facilities.

Although estimated carload costs via new vessels could be improved significantly, all-rail costs for comparable movements by land show an even greater potential for cost reduction. A new large-capacity vessel for the Chesapeake Bay float could be theoretically as economical as all-rail services if the traffic is more than doubled, but it is more than likely that any increase in traffic via the car-ferry route would be in large part at the expense of all-rail routings.

The decision to exclude the Lake Michigan and Chesapeake Bay marine links from the Final System Plan is also based on the fact that all-rail land movements are considerably more energy-efficient, that sig-

nificant future productivity gains would not be attainable using the marine services and that marine costs are more susceptible to fuel and labor cost inflation.

The New York Harbor marine operations of the Penn Central and Lehigh Valley also should be excluded from the Final System Plan because alternative car-float and lighterage services are offered by two Brooklyn terminal companies. Use of the Penn Central's tunnel under the Hudson and East Rivers by freight trains is not feasible for technical reasons. Neither Penn Central nor Lehigh Valley can effectively use even minimal marine equipment and facilities since rail-handled traffic has dropped sharply and most marine expenses must be absorbed by the railroads' regular tariff, whereas commercial firms could perform break-bulk handling or small-scale car floating if the fee were compensatory. Thus, the movement of car-float traffic might be continued, although not by ConRail.

The Reading marine operations on the Delaware River should be discontinued, since the present function of preserving competition would no longer be needed and the small volume of traffic could be absorbed in all-rail movement with only minimal additional expense. The Mackinac Transportation Co.'s service on Lake Michigan would be excluded from the Final System Plan because its traffic has dwindled almost to the vanishing point. Abandonment has been in litigation.

The possibility that the Chesapeake Bay car-float operation could be taken over by a solvent carrier, such as Southern or Richmond, Fredericksburg and Potomac (see Chapter 4) in the course of extending its operations into the Wilmington area, has not been fully assessed, since the implications are much broader than disposition of the marine operation and its contiguous rail link on the Delmarva Peninsula.

USRA has concluded that the marine operations should be treated in the same manner as services on light density lines: First, it is assumed that subsidy funds provided under the Act would be available for marine operations under the 70–30 federal-state sharing formula. Second, it is assumed that the capital costs of new or rehabilitated float equipment would fall under the provisions of Section 403 of Title IV, as in the case of light density line rehabilitation, and would not become a cost to ConRail.

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Appendixes J and K
Community Impact Report
and
Local Service Line-by-Line Analysis

APPENDIX J

Community Impacts of Rail Service Abandonment

This appendix briefly recapitulates the major features of a report prepared in December 1974 for the United States Railway Association entitled *Community Impacts of Abandonment of Railroad Service.* Substantiation of the assertions made in this summary can be found in the underlying report.

This report was prepared for the Association under a contract with the Public Interest Economics Center (PIE–C) which is responsible for the validity of the facts, the accuracy of the data and the soundness of the conclusions presented. The report is only one of a number of sources of information and comments available to the Association on this subject; consequently, it does not necessarily represent the views, policy, nor final conclusions of the Association. This analysis was prepared independently of the light-density line recommendations of the USRA.

The Problem

Under the Regional Rail Reorganization Act of 1973, the United States Railroad Association (USRA) has responsibility for developing a preliminary and then a final plan for the rail system to be operated by ConRail throughout the Northeastern quadrant of the United States. In pursuing that broad mandate USRA is specifically charged with responsibility for analyzing the consequences to individual communities of the loss of railroad service.

The problem of identifying community impacts is predominantly an economic one. The discontinuance of rail service deprives a community of an economic asset, an asset that is complementary to the existing stock of labor, land and capital facilities and equipment. It is tracing and measuring the consequence of this change in the production possibilities that comprise the essential problem.

There are both efficiency and equity dimensions to the problem. Reduction in the availability of transportation services typically will decrease the efficiency with which the economies of the affected communities can operate. At the same time, the costs associated with adjusting to the absence of rail service will be distributed unevenly among members of each community, and between those communities and the rest of the economy and society.

In broad terms, the objective of the PIE–C study is to facilitate USRA's performing its required tasks of preparing a Preliminary and Final System Plan for the ConRail system.

Specifically, PIE–C has developed a community impact model that can be utilized in two different ways. First, utilizing data available at the national level (e.g.,

county data obtained from the Bureau of the Census, national input-output coefficients, carload data provided by ICC or DOT, etc.), the model should be useful to USRA in preparing its Preliminary System Plan. Second, with the addition of data from local sources, the model can be used to assess local and community impacts more accurately and thus can provide for any, more refined analysis needed by USRA in its preparation of the Final System Plan.

Finally, since it is desirable that USRA, in preparing the Final Plan, be able to incorporate information provided by the individuals and firms in local communities potentially affected by proposed abandonments, PIE–C has prepared a form for the collection of the information needed to revise the initial estimates. The form will permit ready inclusion of the locally generated data into the general model to obtain objective and more specific assessments of community impacts. To complete the development and to test the required form, PIE–C made field tests and gathered local data in western Pennsylvania and on the Delmarva Peninsula.

Overview

Before proceeding to the introductory discussion of the PIE–C method, it seems appropriate to provide an overview of the nature of the impact of rail abandonment.

Abandonment of service will have direct economic effects in a community, impinging on the level of output, employment, wages and their rate of increase, the returns to capital and the returns to land with consequent impacts on capital values, and the market for local supplies and materials. These effects will flow into the local economy through the plants that use—or potentially would use—the rail service. The magnitude of the effects will depend upon how the increase in transportation cost affects the profit position of the using plants and upon how their managements move to minimize the adverse effects. The magnitude of the threat will depend upon:

- The relative importance of transportation costs in total costs;
- The availability of other modes of transportation;
- Their substitutability for rail service;
- The relative costs of using rail versus using other modes;
- The possibility of passing cost increases forward through price increases, which in turn depends largely on;
  - —whether the plant's output is sold in a competitive national market, or the somewhat monopolistic local market; and
  - —whether competing plants are experiencing comparable increases in costs;
- The possibility of passing the cost increase backward to suppliers, which in turn depends on:
  - —whether nonlabor inputs are purchased in competitive or in monopsonistic markets;
  - —whether labor has good employment alternatives;
  - —whether labor is strongly unionized;
  - —whether competitors are facing comparable cost increases.

All these factors will vary from community to community and most of them will vary between plants in the same community.

The key fact in this causal linkage is that the effects of abandonment on a community flow through the individual rail-using plant and through changes in its prices, output, employment and in its demand for labor and other factors of production, including locally purchased materials. Hence the model focuses on the reaction of the individual plant or firm to abandonment.

Abandonment of rail service can lead to the closing of plants or it can lead to a reduction of profits and/or output of surviving plants.

For a plant to survive the increased transportation costs resulting from rail abandonment, at least one of two conditions should hold:

- Factors employed in that plant have been receiving economic rents, i.e., they are being paid more than they could earn elsewhere;
- The increased costs in adjusting from rail to alternative modes of transportation are small relative to total cost.

There is reason to believe that for the vast majority of the plants potentially affected by abandonment, at least the second condition holds. This was found to be the case in PIE–C's study of abandonments in Maryland [1] and is suggested by studies done by and for EPA in the analogous case of determining the effect of pollution abatement costs on firms and industries.[2]

In the case of railroad abandonments, there is an additional *a priori* reason to expect that the impacts on individual firms and communities will be small. In simple terms, wherever the railroad is important to the community, the community is likely to be important to the railroad, and it is likely to be economical for the railroad to continue serving it. This is true, of course, without regard to whether the railroad is operated for profit or as a nationalized institution.

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[1] Public Interest Economics Center, *Railroad Abandonments in Maryland*, Final Report (Washington, D.C.: prepared for the Governors Steering Committee on Railroad Abandonments, 1973).

[2] Allen v. Kneese, S. E. Rolfe and J. W. Harned, *Managing the Environment* (New York: Prager, 1971); U.S. Environmental Protection Agency, *The Economics of Clean Water* (Washington, D.C.: Government Printing Office, 1973); Anthony Yezer and Amy Philipson, *Influence of Environmental Considerations on Agricultural and Industrial Decisions to Locate Outside of the Continental United States* (Washington, D.C.: prepared by the Public Interest Economics Center for the Council on Environmental Quality, 1974).

More specifically, if a plant generates or receives a substantial volume of rail traffic relative to its total costs or sales, and if alternative modes of transportation are not readily available at little increase in cost, the loss of rail service to that plant would be highly disadvantageous. Hence, the firm could afford a relatively large increase in its outlay for rail service rather than to forego it, except in the event that the plant were already marginal.

Of course, if a plant is small, the fact that rail service is important to it does not mean that its traffic is important to the railroad; however, in many instances, where a plant is small it is not very important to its community either. Thus, simply on logical grounds one can say that rail abandonment can be expected to have important impact on a community only where the following conditions are fulfilled simultaneously:

- The employment and payroll, or output for the local market, of the affected plants is substantial relative to the economy of the community,
- A significant portion of the costs of operation of those plants are the costs of rail transport (inbound or outbound) and
- Alternative modes of transportation are not available without substantial increases in the plants' costs.

As is developed below, these are sufficient but not necessary conditions. How many communities there are where these conditions are fulfilled *and* where, nevertheless, there is so little rail traffic as to make the rail lines that serve them candidates for abandonment is an empirical question, the question addressed in the study reported here. The analysis does, in fact, show that for the vast majority of the counties affected by the potential abandonments studied, the economic effect of abandonment is extremely small.

It is still possible that where a community would not suffer significantly in economic terms from rail abandonment it would suffer excessive social costs, through, for example, environmental impact. For many reasons closely related to those alluded to above, little expected environmental impact was found.

The basic source of county data used in this study was the Census Bureau's County Business Pattern data. A secondary source was the PCTC tape.

Method and Approach

General

As has been indicated already, the main portion of the study consisted of estimating the economic impacts of the discontinuance of rail service: Secondary analyses focus on the energy and environmental impacts.

The approach and method used in the main portion of the study are fully described. In this summary, it is intended only to identify the salient features of the method and to identify and discuss some of its theoretical problems and assumptions.

The basic requirement of a sound and practical study is to find a means of cutting through the complex and detailed problems in a way that will provide a product of maximum utility to the USRA staff. In the main portion of the study, a model was developed and applied that estimates local impacts on a number of key economic variables, including wages, nonproperty income and local gross product.

There is no way that estimates of these values can be made with precision in a general study without exorbitant expenditures of time and resources. PIE–C attempted only to obtain good first cuts and to develop a method of refining those initial estimates where results indicate that doing so would be of value in determining the appropriateness of retaining a rail segment in the ConRail system, providing it with a service continuation subsidy, or abandoning it.

In light of the fact that, for the reasons outlined in the preceding section, the economic impacts on individual communities can be expected on *a priori* grounds to be small, the model and the data have been structured and selected, wherever there was a choice, to produce high rather than low estimates of the economic consequences of abandonment. By doing this, PIE–C hoped that results are adequate to identify all those counties in which there is any substantial chance that serious consequences would follow from abandoning the lines currently under consideration for exclusion from the ConRail system.

Scope and Data

The areas reviewed were identified as those served by the lines in the DOT report,[3] supplemented by additional information received from applying the Penn Central Transportation Company (PCTC) tape.[4] From these sources were identified a total of 510 counties that have been analyzed in this report. For several reasons there is no assurance that this covers all the counties potentially affected.

First, the counties were identified by comparing the maps in the DOT report with state maps showing county lines, an imprecise process. Second, since the date of that report other lines have been added and some deleted from the list of candidate counties; PIE–C does not include Virginia counties in the summaries because that state is little involved and because of the peculiar statistical treatment of counties and independent cities; a small number of counties was omitted inadvertently.

Community has been defined to mean county and the analysis is designed to estimate impact on individual counties. The fact that systematic data are not avail-

[3] Secretary of Transportation, *Rail Service in the Midwest and Northeast Region*, Volume II, Part 1 and Volume II, Part 2 (Washington, D.C.: Department of Transportation, 1974).

[4] Department of Commerce, *Penn Central Selected Branch Line Freight Traffic Data* (Washington, D.C.: Department of Commerce, 1974).

able below the county level dictated that no effort be made to work at the level of individual localities. Had this been feasible, analysis by locality would have permitted more accurate, more precisely relevant and less biased analysis.

There is no justification for cumulating county effects to the state or regional level. The communities along an abandoned rail line are put at a competitive disadvantage relative to other communities. Reductions in production, employment, incomes and capital values experienced in those communities will be offset in large part and, presumably, will be more than offset by increases in economic activity and values elsewhere.

These improvements are likely to be realized in nearby counties and certainly largely within the Con-Rail area. The presumption that economic activity will expand elsewhere derives from the fact that the Con-Rail system should be more efficient than the present one. Hence, to predict that the consolidation of rail service, if it is done economically, would have total economic impact in a state or in a region equal to the sum of the losses estimated for the affected counties would be totally erroneous. Aggregation by line might be instructive in a general way, but even this would produce an overestimate of effects, especially if other rail service were available in any of the counties involved.

The Nature of Impacts

The outputs of our analysis are as shown in Tables 1–7, following. There were some theoretical problems in identifying the significant outputs. They derive from the question: What is a community? Is a community an area of land or is it the people who live there? The answers imply very different economic impacts.

If one considers that the community is the people who live there, the economic cost of abandonment is the loss of real income to the present residents of the communities, or more precisely individuals who buy in and sell their labor and other factor services in the community. Obviously, in most cases this set includes many residents of the community but is not congruent with the set of residents. PIE–C still refers to the set analyzed as "residents."

The loss in residents' real income has two components: the reduction in purchasing power brought about by higher prices the rail-using firms charge for their products in the local market, and the loss in income received as a result of having to accept employment of labor, capital or materials elsewhere, or suffering involuntary employment. The loss in income as a result of having to accept employment elsewhere should include, for workers, the loss of income during any period of (transitional) unemployment, the economic value (negative) of any disadvantages of the new versus the previous job, the full cost of moving or of a longer trip to work, as well as any decrease in money wages.

It is critically important that in no case is the loss of real income to residents greater than the total increase in the cost of production, i.e., the total increase in the transportation cost. Consequently, the increase in the transportation cost of the preabandonment level of output is an upper bound estimate of the economic impact of abandonment on the community—when the community is defined as people working, selling other factor services, and buying in that community.[5]

If one defines community geographically one gets, logically, very different results. With that definition one would be interested in estimating the loss of factor income produced in the community. This is the sum of the reductions in wages and other factor income paid by all directly affected plants, increased by an appropriate multiplier.

The loss in factor income generated will, in most cases, equal or exceed the loss in real income of community residents. Where product demand is elastic—the amount demanded is highly sensitive to price—as would be true for plants selling in regional or national markets, and where supply has any price elasticity, the reduction in factor income is more than the increase in transportation cost. The more price-elastic is factor supply, the greater is the reduction of output and, hence, the greater the loss in factor income generated by the plant. The less elastic the demand, the less the decrease in output and in factor incomes generated by the plant, because consumers absorb more of the burden.

Except where demand for the product is highly inelastic—where customers buy nearly a constant quantity regardless of moderate price changes—the loss in factor income generated is greater than the increase in transportation cost. Hence, in all cases where product demand is moderately elastic, an estimate of the reduction in factor income generated will, itself, be an overestimate of the loss of real income to residents of the community.

Future Costs

It might appear at first that it would be important to estimate how the abandonment of rail service would affect future development potential of communities. One might, for example, consider analyzing county economic potential or existing development plans.

Second, for example, loss of development potential in one locality implies, all else being equal, that development opportunities elsewhere, especially nearby, are enhanced. Rail service is essentially a complement to land and its removal from a particular area is to a degree analogous to decreasing the effective supply of land and, hence, increasing the value of the remaining stock of it.

[5] A demonstration of this proposition is provided in the report. Here, it may be adequate to point out the intuitively appealing fact that if loss of real income were to exceed the increase in transportation cost, it would be economically sound for members of the community to pay more than the increase in cost in order to keep the affected firms operating.

There would be extreme data difficulties in attempting to estimate the future developmental impacts of abandonment of service. At the national level, data are totally unavailable; even at the local level, the usefulness of future plans is at best questionable.

The capitalized value of the reduction in property-type income provides an estimate of the loss of future income from present economic activities. Hence, although it takes no account of new future developments foreclosed, it does reflect the future costs of discontinuing or curtailing current production.

Limitations of the Study

There are a number of things that this study does not do and is not intended to do. As has already been indicated, this study is not designed to produce precise results. It is intended only to develop general guides as to the nature of the local impact of discontinuance of rail service.

It makes no recommendation as to whether the lines that are potentially excess should or should not be abandoned. It attempts to strike no balance between the gains and losses deriving from curtailing and consolidating the rail network in the Northeast. The study is confined to examining only the local economic (including energy) and environmental impacts of discontinuance of service. It says nothing about the additional effects of abandonment of rights-of-way.

The bulk of the study is based upon national-level data. The data contains much that is relevant and useful, but the data are incomplete. There are many counties in the sample for which there is no indication that particular industries employ identified numbers of workers or pay out specific dollar amounts in wages (the basic county inputs). For many industries the various factors needed to relate local payrolls and employment to changes in transportation costs and, hence, to changes in incomes and capital values are only crudely approximated. There were many problems of consistency between sets of data. The consequences are uneven accuracy in the results with some errors distributed in random fashion.

There are a number of areas left aside. PIE-C did not treat at all the effects of abandonment of rail passenger service. Most of the candidates for abandonment provide no passenger service and for them to do so would be grossly inefficient in both economic and environmental terms and probably would involve considerable distributive inequities. No attempt was made to estimate the effects on the local tax base or on state or federal budgets through unemployment compensation or assistance programs.

The logic underlying this omission is that increases in unemployment along abandoned lines will be largely offset, and possibly more than offset, by increases in employment elsewhere, unless there are changes in macro policies. If there were such changes in macro policy, it is to them, not to abandonment, that such indirect impacts should be attributed. The estimated capitalized decline in the nonlabor income provides an implicit estimate of declines in local tax bases.

The study, like any empirical effort, is confined to the data available for analysis. One consequence of using 1972 data (the date of most of the basic information) is that no account can be taken of the effects of recent changes in rail traffic. However, basic local inputs are the employment and payroll data provided in the *County Business Patterns* tapes. Hence, only to the extent that the economic activities in the affected counties have expanded beyond the 1972 level is there a significant understatement of results in most cases. PIE-C made no specific correction for this; there is an implicit correction in the outputs where a multiplier has been applied. PIE-C used a multiplier of 1.9, whereas 1.3–1.5 would probably be a more accurate factor.

Owners of real estate in the affected communities, and their creditors, stand to bear a disproportionate share of the burden of abandonment, because land is a totally immobile factor of production. The output, "capitalized change in nonlabor income," provides an estimate of the reduction in property values. As an estimate of changes in real estate values, it tends to be biased upward by virtue of the fact that it includes income on capital goods in addition to real estate; it may also understate such reduction in value, for the reasons stated above, we make no estimate of the reduction in real estate values associated with foreclosed future development.

Some industries are left aside because, by the nature of the economic activity involved, they do not make significant direct use of rail transportation and, hence, would not be directly affected by rail abandonment.

The industries excluded for this reason are:

- Fisheries (SIC 09)
- Transportation and other public utilities (SIC 41–49) except electric and gas utilities (SIC 491, 492, 493)
- Service industries except wholesale and retail trade
- Financial services (SIC 6...)
- Personal business, repair and hotel services as well as motion pictures and amusement (SIC 7...)
- Medical and legal services (SIC 8...)

In addition, ordinance was omitted because PIE-C found it impossible to perform the necessary crosswalk between the 1972 and 1967 SIC codes.

There are a number of additional omissions and assumptions. In computing the costs of alternative transportation for the industries in each county, PIE-C used common-carrier truck as the only alternative whose costs should be estimated at all. This leaves out the pos-

sibilities of private carriage which would be available to some larger shippers. It also leaves out a great array of truck alternatives that would be possible in the event that truck regulation should be rationalized in the near future.

Perhaps the most important omission is, however, the use of trailer-on-flat-car (TOFC) and container-on-flat-car (COFC). Even for small shippers (or consignees), whose traffic moves over long distances, this is a potentially less costly method of shipment than pure truck transportation. In light of the fact that it is the estimated increase in transportation costs that both drives the model in predicting impact and sets an upper bound on the loss of real income of local residents, this is potentially a major source of bias in the results. Such service was left aside because there was no direct way of estimating the cost difference that would result if there were a large shift to these alternatives.

The method of computing the ratio of costs of transportation by motor carrier to rail leaves much to be desired, and apparently introduces downward bias in our results. The only data PIE-C was able to find that were adequately disaggregated by commodity or industry was rail and motor carrier revenue per ton. Since rail hauls are, on the average, longer than are motor common-carrier hauls, the ratio of motor carrier to rail revenues per ton understates the expected increase in transportation costs per unit of output. The impact of this downward bias is reduced by virtue of the fact that, with one exception, we used a ratio of 1.2 as the minimum relative increase in costs associated with abandonment; this value is based on comparisons of ton-mile costs. The exception is livestock production, where we obtained an apparently reliable estimate of 1.08.

A major assumption, made necessary by the form of the available data, is that if a county loses any rail service all plants in the county, whether they actually use rail or not, suffer an increase in transportation cost and consequent reductions in output and factor earnings.

The calculation proceeds in effect in two steps. Each industry in a county is treated initially as if all plants in it used the national average rail service for inbound and outbound movements. Then the results of these calculations are reduced by a factor (obtained by zone from the DOT report) that reflects the percent of rail traffic in the zone currently handled by the potentially excess lines. This appears to lead to an overstatement of impacts that is relatively most important where expected impacts are least.

Our treatment of agricultural production (SIC 01 and 02) also tends to produce some overestimation of the impact of rail abandonment on local income. PIE-C estimates the change in the outbound transportation cost for crops and livestock on the basis of commodities, not industries. Consequently, changes in income attributed to agricultural production may double count changes in income attributed to agricultural service establishments and food processors. This is particularly important in several counties in Maryland where the calculated impacts are very large.

Finally, the change in value added generated locally and, hence, in the incomes paid to labor, capital and the income of local suppliers of materials tends to overstate the decline in real income of residents in the county for the reasons developed above.

In light of the assumptions and data characteristics described in this section, there is good *a priori* reason to believe that the results constitute large overstatements of loss or value added, employment, factor income of local suppliers and, hence, in the capitalized value of nonlabor income. Even the estimate of loss in real income is probably an overestimate.

Results

In this section, PIE–C presents and discusses the form of the outputs of the computer models, the quantitative results of applying the aggregate model, the results of the field survey and a comparison of the calculations based on the field survey data with the computations based on the national-level data, the conclusions as to the effect of abandonment on energy consumption and the environment.

Outputs of the Aggregate Model

Table 1 reproduces the printout for a single county, for purposes of illustration. The entire printout has been made available to USRA and is on file at the Public Interest Economics Center.

The various portions of the printout have the meanings described below. Working across the first row of information is the county name, the "code" which is the county identifier, "P—E" which is a program identifier, the calculated duration of unemployment in the county in weeks, a "factor" which represents the fraction of carloads handled by the potentially excess lines to total carloads in the zone in which the county is located, and the annualized mean wage rate based on CBP data.

TABLE 1.—*Typical county printout*

Name	Code	P-E	Un-Dur	Factor	Wage rate
Belknap	12000	0	6.9	0.480	6174.03

Industry: Direct impact	Employment	Payroll	Value added	Nonlabor income
Initial	3,498.32	2,2296.70	4,5477.84	2,3181.27
Change	—35.27	—259.46	—410.72	—151.28
Percent change	—1.01	—1.16	—0.90	—0.65

Unemployment transition cost	—28.90
Local purchases	—34.80
Capitalized change in nonlabor income	—1,260.49

Multiplier estimate:	
Value added	−780.36
Total income	−846.47
Agriculture:	
Income change	−31.11
Multiplier estimate	−59.10
County impact:	
Employment (%)	−0.21
Income (%)	−0.61
Change in transportation cost	225.77
(Percent income)	0.13

The second block of rows shows initial values, absolute, and percentage change in employment, payroll, value added and nonlabor income in the nonagricultural firms presumed to be affected by rail abandonment. In each case, the aggregate employment, payroll and so forth of each of the industries covered is reduced by the "factor" to reflect the general importance of the potentially excess lines to total rail service in each county. All dollar figures are in thousands.

Unemployment transition cost is equal to the absolute change in employment times the duration of unemployment times the weekly wage rate. "Local purchase" is the predicted absolute change in local purchases, which for food processing industries is equal to 0.9 times the difference between sales and value added and which for other industries is zero. The capitalized change in nonlabor income is the absolute change in that value capitalized at a rate of 12 percent. A multiplier of 1.9 was used to expand the absolute changes in industrial value added and income generated. "Total income" is equal to the absolute change in value added plus that in local purchases multiplied by 1.9.

There is no way of predicting the change in agricultural employment resulting from an increase in transportation cost; consequently, PIE-C shows only the change in agricultural income, the direct change and that change expanded by the multiplier.

The county impact ratios are the most significant outputs. They show three key results normalized to reflect the size of the local economies in each county. The county impact on employment is the absolute change in employment in industry divided by total employment in the county. The county impact on incomes is the sum of the absolute change in industrial and in agricultural income, each expanded by the multiplier, and the sum divided by total personal income. "Total personal income" is county income, except where the county is part of a Standard Metropolitan Statistical Area (SMSA), there the SMSA income is used as the denominator. This was necessary because in those instances no income totals by county were available. To the extent that it is the SMSA rather than the county that is the relevant labor market, the distortions introduced in this way are probably not substantial. Finally, the change in transportation cost in absolute terms and as a fraction of total personal income are shown. Because the increase in transportation cost is an overstatement of the losses in real incomes of the community defined as the residents of the county, this is an important ratio.

From the PCTC tape it was possible to compute for each of the counties served only by PCTC the cost of rail transportation for traffic originating and terminating on lines considered in the DOT report to be potentially excess, and also the total costs of originated and terminated traffic. These values were normalized by dividing by county personal income and payrolls as obtained from the CBP data. This provides only a very crude indicator of the importance of PCTC service to the affected counties.

Results of the Aggregate Computations

The most impressive fact about the results of the calculations is that, relative to the economies of the affected counties, the impacts of the abandonment of rail service are extremely small. Some of the predicted changes are substantial in absolute terms, ranging occasionally into hundreds of workers who might be displaced, and up to tens of millions of dollars of income potentially lost. However, not only are these estimates biased upward for the reasons explained above, but also, absolute numbers are not very good indicators, for public policy purposes, of the significance of abandonments. Further, the size of the impacts is correlated with the size of the county economies. Consequently, when the changes are normalized to reflect the amount of economic activity in each county, the vast majority of the impacts is found to be small.

Tables 2, 3 and 4 show the frequency distributions by state, and for all states, of the percent changes in county employment and money income generated and real income of residents (as reflected in changes in transportation cost) as a percent of personal incomes. Tables 5 and 6 show the frequency distributions of

TABLE 2.—*Percentage change in industrial employment: Frequency distribution of counties*

ST	#	0–0.15	>.15–0.5	>.5–0.75	>.75–1.0	>1–1.5	>1.5–2	>2
ME	2	1		1				
NH	8	3	2	1		2		
VT	11	6	5					
MA	14	8	4	2				
RI	2	1	1					
CT	7	4	3					
NY[1]	*52	28	18	5	1			
NJ	20	18	2					
PA	43	27	13	1	1		1	
OH	80	51	24	4		1		
IN[1]	*75	50	18	1	3	2		1
IL	49	46	3					
MI	55	32	16	4	1	2		
DE	3	2	1					
MD	17	9		1	1	1	2	3
WV	13	13						
Σ	451	299	110	20	7	8	3	4

[1] County data was incomplete in 1 county in New York and 1 county in Indiana.

NOTE: The state of Virginia is left out of this table because of the dispersed nature of the few penetrations of that state by potentially excess lines.

absolute changes in industrial employment and in total income, expanded by the multiplier of 1.9.

Tables 2, 3 and 4 show that in the vast majority of the counties none of the impacts exceeded 0.5 percent of employment or income. In only 32 counties do any changes exceed 2 percent. In only 15 does the expected decrease in local employment exceed 1 percent of the labor force. In 91 counties the decrease in income generated exceeds 1 percent of personal income in the county or its associated metropolitan area; in only 15 counties is the reduction in real income of residents computed to exceed 1 percent of such personal income.

Examination of Tables 5 and 6 shows that, even in absolute terms, most of the impacts at the county level are small. In 77 percent of the cases the predicted dis-

TABLE 3.—*Percentage change in income generated: Frequency distribution of counties*

ST	#	0-0.15	>.15-0.5	>.5-0.75	>.75-1.0	>1-1.5	>1.5-2	>2
ME	2		1				1	
NH	8	1	3	1			1	2
VT	11		5	2	3	1		
MA	14	9		1	2		1	1
RI	2	1	1					
CT	7	3	3		1			
NY	53	23	8	6	2	7	5	2
NJ	20	16	2	2				
PA	43	18	8	8	3	3	1	2
OH	80	35	15	9	8	7	4	2
IN	*75	30	16	8	3	6	3	9
IL	49	7	9	10	6	12	2	3
MI	55	22	15	6	4	4	1	3
DE	3	1			2			
MD [1]	*16	5	2	1				8
WV	13	11	2					
Σ	451	182	90	54	34	40	19	32

[1] County data was incomplete in 1 county in Maryland, and 1 county in Indiana.

NOTE: The state of Virginia is left out of this table because of the dispersed nature of the few penetrations of that state by potentially excess lines.

TABLE 4.—*Ratio of reduction in real income to total personal income (in percent): Frequency distribution of counties*

ST	#	0-0.15	>.15-0.5	>.5-0.75	>.75-1.0	>1-1.5	>1.5-2	>2
ME	2	1	1					
NH	8	5	1	1	1			
VT	11	7	4					
MA	14	10	4					
RI	2	2						
CT	7	7						
NY	53	37	16					
NJ	20	19	1					
PA	43	33	9		1			
OH	80	54	24	1	1			1
IN	76	48	16	8		4		
IL	49	13	22	10	4			
MI	55	38	15			2		
DE	3	2	1					
MD [1]	*16	8	0	0	0	4	1	3
WV	13	13						
Σ	452	297	114	20	7	10	1	3

[1] County data was incomplete in 1 county in Maryland.

NOTE: The state of Virginia is left out of this table because of the dispersed nature of the few penetrations of that state by potentially excess lines.

TABLE 5.—*Absolute change in employment: Frequency distribution of counties*

ST	#	0-1	>1-20	>20-50	>50-100	>100-200	>200-300	>300
ME	2					2		
NH	8			3	1	3		1
VT	11	1	4	4	2			
MA	14	2	1		1	4	1	5
RI	2		1					1
CT	7		1	2	1			3
NY	53	1	13	13	6	9	6	5
NJ	20	1	6	3	2	6	1	1
PA	43	2	10	11	7	6	6	1
OH	80	3	39	13	13	6	1	5
IN	76	17	31	10	8	5	1	4
IL	49	17	24	3	2	3		
MI	55	7	19	10	7	5	5	2
DE	3				3			
MD	17		4	4	3	2	1	3
WV	13	3	8	2				
Σ	453	54	161	78	56	51	22	31

NOTE: The state of Virginia is left out of this table because of the dispersed nature of the few penetrations of that state by potentially excess lines.

TABLE 6.—*Absolute change in generated income ($000) frequency distribution of counties*

ST	#	0-100	>100-500	>500-1,000	>1K-3K	>3K-6K	>6K-10K	>10K
ME	2				1	1		
NH	8			3	2	2	1	
VT	11	1	3	2	5			
MA	14	2	1		1	4		6
RI	2		1					1
CT	7		1	1	2			3
NY	53	3	8	6	20	5	4	7
NJ	20	2	3	2	5	6	1	1
PA	43	3	8	3	14	8	7	
OH	80	6	26	13	16	11	1	7
IN	76	10	24	16	12	7	2	5
IL	49	3	20	11	11		2	2
MI	55	7	16	5	13	7	1	6
DE	3				1	2		
MD	17	1	3		6	3	2	2
WV	13	5	6	1	1			
Σ	453	43	120	63	110	56	21	40

NOTE: The state of Virginia is left out of this table because of the dispersed nature of the few penetrations of that state by potentially excess lines.

placement of workers fell below 100 and only in 12 percent of the counties did it exceed 200. The distribution of maximum income effects is similarly skewed to the lower end of the scale.

Significance of Results of the Field Survey

PIE–C undertook field surveys in western Pennsylvania and in the Delmarva Peninsula. The purposes of the field studies were to determine whether it would be practical for USRA to gather data locally for refinement of the application of the aggregate model by exploiting data accumulated locally, to develop a format for doing so, to test and calibrate very roughly

the results of applying the national data to local situations, to prepare local case studies, and to identify any peculiarities of rail abandonment in areas where coal is being produced.

The field surveys were successful in accomplishing all but the last of these purposes. So far as PIE–C could ascertain, the counties surveyed in western Pennsylvania include no potentially excess lines serving any coal operators. This, of course, suggests that lines serving substantial coal producers are not likely to be considered potentially excess.

PIE-C did develop a questionnaire that has been tested in the field and found to be suitable for distribution to local authorities. By the same token, PIE–C concluded that gathering such data is practical and is potentially useful to USRA. Finally, the data collected in four of the counties surveyed cast some light on the utility of the model when calculated with national versus local data.

In general, the results for the local data look very much like those obtained with national information. In all four cases, the use of the national-level data yielded estimates of change in industrial employment, payroll and value added that were generally substantially greater than those derived from the local data. More important, the impact of abandonment was assessed to be very small in these counties by both procedures; the discrepancies were only in the range of smalls. Although a sample of four counties is too small to provide much confidence for drawing major conclusions, the analysis offers the attractive possibility that where the impact of abandonment is likely to be more important, the national model estimates impact more accurately than it does where the impact is expected to be less significant. In one instance, local data permitted an estimate of local input purchases of some importance that were not captured by the national-level data.

In general the differences in results can be explained by two factors: 1) differences in industrial mix; 2) variations in production process characteristics. In the aggregate model, as explained above, it is assumed that the impact of abandonment is spread proportionally over all firms in the county.

The local data were, however, collected only from firms believed to be actually using the lines proposed for abandonment, which in all counties showed a different overall composition from county industry as a whole. In those counties where the firms on the lines to be abandoned represented a larger share of the county total, the impact of this factor declined significantly. The aggregate model, of course, was based on national production characteristics. The "local" model, on the other hand, incorporated important elements of the individual firm's production characteristics.

In general, then, a comparison of the results using the local and national data lends confidence to the estimates generated by the aggregate model.

Energy and Environment

One of the purposes of the study is to determine the potential effects of abandonment on the consumption of energy and on the environment. Because there is no way to do anything useful with regard to the impact of differences in rail and truck on water pollution or noise pollution, the question reduces to how the substitution of motor carrier for rail service would affect air pollution. Because diesel locomotives and diesel tractors burn essentially the same kind of fuel and produce comparable kinds of emissions, the environmental effects can be expected to be closely related to the differences in energy consumption.

Table 7 shows estimated fuel consumption of motor carrier versus rail carrier under standardized conditions. For small movements, up to 220 tons (approximately 5 carloads), over short hauls, fuel consumption by rail is greater than fuel consumption by heavy trucks. For distances somewhat in excess of 10 miles and for single train movements in excess of about 176 tons (approximately 4 carloads), rail service requires less fuel than the substitute trucks would. In light of the low density of traffic on the potentially excess lines, most of the lines apparently would be served by rail in a way that would consume somewhat more energy than would motor carrier substitutes. Only in cases where distance exceeds 15 miles and where more than 4 carloads are moved at a time does rail service involve a saving in excess of 15 percent compared to trucks.

TABLE 7.—*Estimated total fuel consumed by rail and motor carriers*

Net shipment tons	Mode	Number of vehicle loads	One-way trip distance (miles includes return trip) (gallons)			
			5	10	15	20
44	RR	1	13.3	21.7	30.1	38.5
	MC	2	4.9	9.1	13.4	17.7
88	RR	2	18.9	27.9	37.0	45.9
	MC	4	9.7	18.2	26.8	35.3
132	RR	3	24.5	34.2	43.9	53.5
	MC	6	14.6	27.4	40.2	53.0
176	RR	4	30.1	40.4	50.7	61.0
	MC	8	19.5	36.5	53.6	70.6
220	RR	5	35.6	46.7	57.6	68.5
	MC	10	24.3	45.6	67.0	88.2

Source: U.S. Department of Transportation, *The Environmental Impact Statement on "The Transportation Improvement Act of 1973."* 1974, p. 25.

To the extent that trucks employed in rural service are more likely to obtain a backhaul than are the rail carriers, the energy advantage of the railroad is reduced further, where it exists at all. The indirect energy effects

of substituting trucks for rail on excess lines appear to be trivial.

Given the fact that rail abandonments will in many instances conserve energy, and apparently increase its use substantially only in relatively few cases, there is no basis for concluding that abandonment of lightly used rail lines will significantly increase air pollution. In some cases it can be expected to reduce it.

The essential finding of our analysis of energy and environmental impacts is that they can be predicted line-by-line only after an extensive local data gathering effort and that there is good reason to believe that those effects would be small and, hence, that devoting research resources to trying to quantify them accurately probably would be wasteful.

MAP KEY FOR APPENDIX K →

The following symbols are used on the individual maps accompanying the following line analyses:

———	The line segment under discussion
— — —	Other lines of the same railroad
—·—·	Lines of other potential ConRail railroads
•••••	Solvent railroads
●	End-point of line segment under discussion
○	Other towns or junction points

APPENDIX K

Line by Line Analysis and Recommendations

CANADA

Within Canada

PC

USRA line number	Terminals
715	Comber to Leamington
716	Essex to Amherstburg

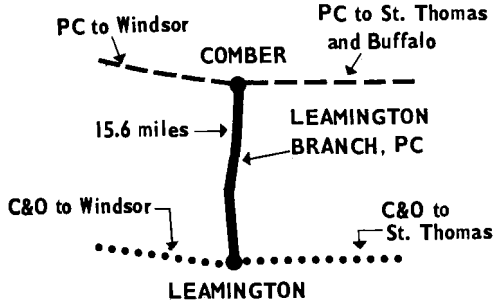
International

101a	Welland, Ont. to Black Rock, N.Y.

LEAMINGTON BRANCH

USRA Line No. 715

Penn Central



The Leamington Branch, formerly part of the New York Central RR, extends from *Comber* (Milepost 0.0) to *Leamington, Ont.* (Milepost 15.6), a distance of *15.6 miles*, in Ontario Province, Canada. At Comber, this line connects with the PC Buffalo-to-Chicago Line via Canada. A connection is made with the Chesapeake & Ohio Buffalo-Windsor Line at Leamington. This line was not shown in the U.S. DOT Report.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Staples	104
Blytheswood	100
Leamington	3,104
Total carloads generated by the line	3,308
Average carloads per week	63.6
Average carloads per mile	212.1
Average carloads per train	13.2
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	3.5
Locomotive horsepower	1,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services

Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$481,344
Average revenue per carload	$146	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	224,539	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	21,663	
Cost incurred beyond the branch line	300,488	
Total variable (avoidable) cost		546,690
Net contribution (loss): Total		(65,346)
Average per carload	(20)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,500 crossties (an average of 96 crossties per mile).

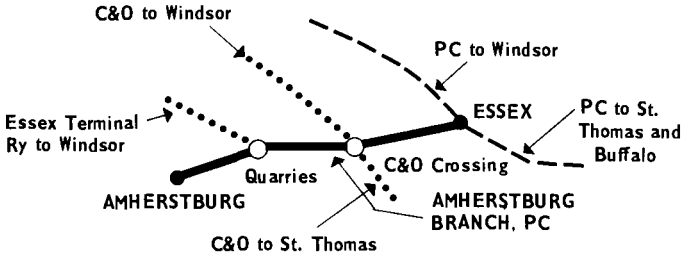
Preliminary Recommendation

It is *not* recommended that the Leamington Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $65,346 or $20 per carload. Recovery of costs would require approximately a 25 percent increase in traffic or a 14 percent rate increase over the 1973 levels. Costs may also be lowered by reducing frequency, although this alone will not make the line viable.

AMHERSTBURG BRANCH

USRA Line No. 716

Penn Central



The Amherstburg Branch, formerly part of the New York Central RR, extends from *McGregor* (Milepost 7.9) to *Amherstburg, Ont.* (Milepost 16.9), a distance of *16.9 miles*, in Ontario Province, Canada. The PC line is out of service from Essex to McGregor (PC runs over a Chessie line to serve this segment). Connections are with the Chesapeake and Ohio Buffalo-Windsor at C&O Crossing (a point just east of McGregor). The Essex Terminal Ry. crosses this line at Quarries. This line was not shown in the U.S. DOT Report.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Amherstburg	1,256
McGregor	69
Total carloads generated by the line	1,325
Average carloads per week	25.5
Average carloads per mile	147.2
Average carloads per train	13.3
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	10.0
Locomotive horsepower	1,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$595,844
Average revenue per carload	$450	
Variable (avoidable) cost of coninued service:		
Cost incurred on the branch line	145,972	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	28,519	
Cost incurred beyond the branch line [1]	273,652	
Total variable (avoidable) cost		448,143
Net contribution (loss): total		147,701
Average per carload	111	

[1] Excludes the cost of the trackage rights over the Chessie to get to this line.

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 4,499 crossties (an average of 500 crossties per mile).

Continued service to this line will be provided by ConRail or by Chessie.

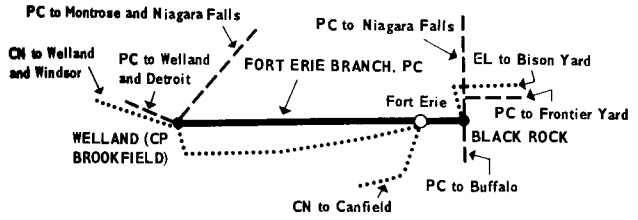
Recommendation

It is recommended that the Amherstburg Branch be included in the ConRail System.

PORTION OF FORT ERIE BRANCH

USRA Line No. 101a

Penn Central



This portion of the Fort Erie Branch, formerly part of the New York Central RR, extends from *Black Rock, N.Y.* (Milepost 7.0) to *Welland, Ont.* (Milepost 13.7), a distance of *14.6 miles*, in Erie County, N.Y., and the Province of Ontario. Continuations of this line extend from Black Rock eastward via Penn Central to Buffalo and Albany, and northward to Suspension Bridge and Niagara Falls. At Welland continuations extend westward via Penn Central to Detroit, northward via TH&B to Hamilton, and via Canadian National to St. Catharines, and connection is made with the PC line from Niagara Falls. This line was not described as potentially excess in the U.S. DOT Report (see Zone 49).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Fort Erie	100
Total carloads generated by the line	100
Average carloads per week	1.9
Average carloads per mile	7.3
Average carloads per train	1.4
1973 operating information:	
Number of round trips per year	70
Estimated time per round trip (hours)	4
Locomotive horsepower	1,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$33,492
Average revenue per carload	$478	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	109,015	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	10,978	
Total variable (avoidable) cost		119,993
Net contribution (loss): total		(86,501)
Average per carload	(865)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This segment is currently used as part of the route for the Buffalo-Hamilton-Toronto passenger service. An alternate route is available via Suspension Bridge. Amtrak's Buffalo-Detroit service via Black Rock is scheduled to shift to the Suspension Bridge route so that a stop can be made at Niagara Falls, N.Y.

Preliminary Recommendation

It is *not* recommended that this portion of the Fort Erie Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $86,501 or $865 per carload. Recovery of costs would require approximately an 80-percent rate increase over the 1973 levels.

CONNECTICUT

Intrastate

PC

USRA line number	Terminals
41	Willimantic to Terminus
46	Hartford to Wethersfield
47	Wethersfield to Rocky Hill
49	North Cromwell to Middletown
50	Hartford to Griffins
52	Center Street Branch near Meriden
53/53b	Waterbury to Bristol
55	Simsbury to Farmington
60	New Milford to Canaan
61	Norwalk to Bethel
62	Glenbrook to New Canaan
674	Plainfield to Willimantic
675	New Haven to Plainville
675a	Plainville to Farmington
678	Plainfield to Putnam
685	East Hartford to East Windsor

Interstate

Connecticut to Rhode Island

43	Groton, Connecticut to Hills Grove, R.I.

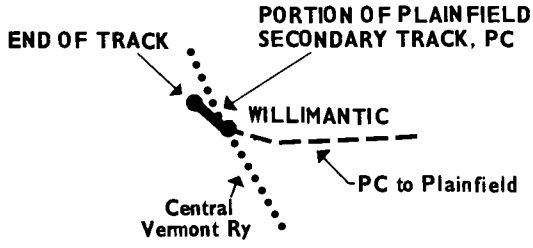
Connecticut to Massachusetts

40	Webster, Mass. to Southbridge, Mass.
44	Hazardville, Conn. to East Longmeadow, Mass.
54	Simsbury, Conn. to Westfield, Mass.
59	Canaan, Conn. to South Lee, Mass.
678a	Auburn, Mass. to Putnam, Conn.

PORTION OF PLAINFIELD SECONDARY TRACK

USRA Line No. 41

Penn Central



This portion of the Plainfield Secondary Track, formerly part of the New Haven RR, extends from *Willimantic, Conn.* (Milepost 23.3), to *End of Track near Willimantic* (Milepost 24.1), a distance of *0.6 mile*, in Windham County, Connecticut. The continuation of this line, also under study in this Report, extends eastward from Willimantic to Plainfield. This line also connects with the Central Vermont Ry at Willimantic. This line was described as potentially excess in the U.S. DOT Report (see Zone 29).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Willimantic [1]	134
Total carloads generated by the line	134
Average carloads per week	2.6
Average carloads per mile	167.5
Average carloads per train	2.6
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	1.0
Locomotive horsepower	1,800
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the line generated 570 cars in 1973. One shipper stated that the loss of rail service would force a fifty percent cut in payroll.

Information for Line Retention Decision

Revenue received by PC		$20,166
Average revenue per carload	$150	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	13,638	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	681	
Cost incurred beyond the branch line	28,206	
Total variable (avoidable) cost		42,525
Net contribution (loss) total		(22,359)
Average per carload	(167)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a

maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 185 crossties (an average of 231 crossties per mile).

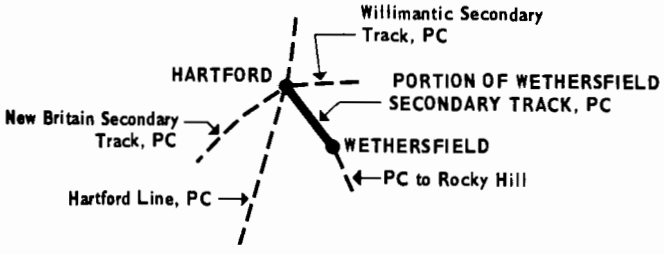
Preliminary Recommendation

It is *not* recommended that this portion of the Plainfield Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $22,359 or $167 per carload. Recovery of costs would require both an increase in traffic and a rate increase over the 1973 levels.

PORTION OF WETHERSFIELD SECONDARY TRACK

USRA Line No. 46

Penn Central



This portion of the Wethersfield Secondary Track, formerly part of the New Haven RR, extends from *Hartford* (Milepost 0.0), to *Wethersfield, Conn.* (Milepost 7.0), a distance of *7.0 miles*, in Hartford County, Connecticut. This line extends southward from Wethersfield and is also under study in this Report. The line connects at Hartford with the Hartford Line, and the New Britain and Willimantic Secondary Tracks, all PC. This line was described as potentially excess in the U.S. DOT Report (see Zone 32).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Wethersfield	240
Total carloads generated by the line	240
Average carloads per week	4.6
Average carloads per mile	34.3
Average carloads per train	4.6
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	3
Locomotive horsepower	1,600
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Puritan Furniture shipped 120 carloads in 1973 and expected to ship 185 to 1,260 carloads in the future. Associated Grocers indicated some interest in constructing a new warehouse on the line.

Information for Line Retention Decision

Revenue received by PC		$50,134
Average revenue per carload	$209	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	60,986	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	5,111	
Cost incurred beyond the branch line	39,667	
Total variable (avoidable) cost		105,764
Net contribution (loss): total		(55,630)
Average per carload	(232)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 692 crossties (an average of 99 crossties per mile).

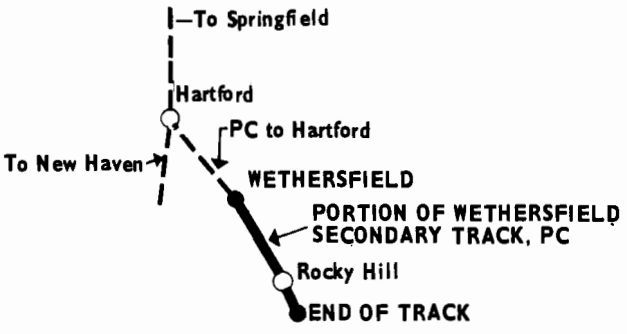
Preliminary Recommendation

Although the preliminary recommendation is that this portion of the Wethersfield Secondary Track not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $55,630 or $232 per carload. Recovery of costs would require approximately a five-fold increase in traffic or a 110 percent rate increase over the 1973 levels.

PORTION OF WETHERSFIELD SECONDARY TRACK

USRA Line No. 47

Penn Central



This portion of the Wethersfield Secondary Track, formerly part of the New Haven RR, extends from *Wethersfield* (Milepost 7.0) to the end of the track near *Rocky Hill, Conn.* (Milepost 9.8), a distance of *2.8 miles*, in Hartford County, Connecticut. The continuation of this line extends northward from Wethersfield to Hartford. It is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 32).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Rocky Hill	67
South Wethersfield	5
Total carloads generated by the line	72
Average carloads per week	1.4
Average carloads per mile	25.7
Average carloads per train	1.4
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	1
Locomotive horsepower	1,600
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that abandonment of this line would greatly curtail the development of the Rocky Hill industrial park, purchased in 1973. A furniture company on the line expects to increase rail usage. Interest was expressed in restoration of passenger service on this line, with less reliance on highways. The Valley Railroad Company is interested in purchasing or leasing this track to restore passenger service between Hartford and Middletown.

Information for Line Retention Decision

Revenue received by PC		$20,896
Average revenue per carload		$290
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	27,669	
Cost of Upgrading Branch Line to FRA Class I: (1/10 of total upgrading cost)	7,222	
Cost incurred beyond the branch line	14,853	
Total variable (avoidable) cost		49,744
Net contribution (loss): total		(28,848)
Average per carload		(401)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 815 crossties (an average of 291 crossties per mile).

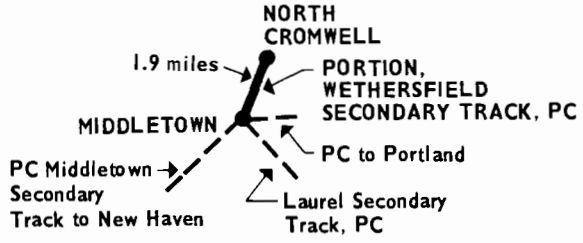
Preliminary Recommendation

Although the preliminary recommendation is that this portion of the Wethersfield Secondary Track not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $28,848 or $401 per carload. Recovery of costs would require approximately a 280 percent increase in traffic or a 135 percent rate increase over the 1973 levels.

PORTION OF WETHERSFIELD SECONDARY TRACK

USRA Line No. 49

Penn Central



This portion of the Wethersfield Secondary Track, formerly part of the New Haven RR, extends from *North Cromwell* (Milepost 13.7) to *Middletown, Conn.* (Milepost 15.6), a distance of *1.9 miles*, in Middlesex County, Conn. This line connects at Middletown with the Middletown Secondary Track, the Laurel Secondary Track, and the line to Portland, Conn., all PC. This line was described as potentially excess in the U.S. DOT Report (see Zones 31 and 32).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Cromwell	55
Total carloads generated by the lines	55
Average carloads per week	1.1
Average carloads per mile	29.0
Average carloads per train	1.1
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	1.0
Locomotive horsepower	3,200
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that a shift of chlorine deliveries at Cromwell from rail to truck might increase the hazard from lethal chlorine gas.

Information for Line Retention Decision

Revenue received by PC		$57,383
Average revenue per carload		$1,043
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	18,573	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	1,679	
Cost incurred beyond the branch line	25,872	
Total variable (avoidable) cost		46,124
Net contribution (loss): total		11,259
Average per carload	205	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.ph.). Based on available information, this upgrading would include the replacement of a total of 292 crossties (an average of 154 crossties per mile).

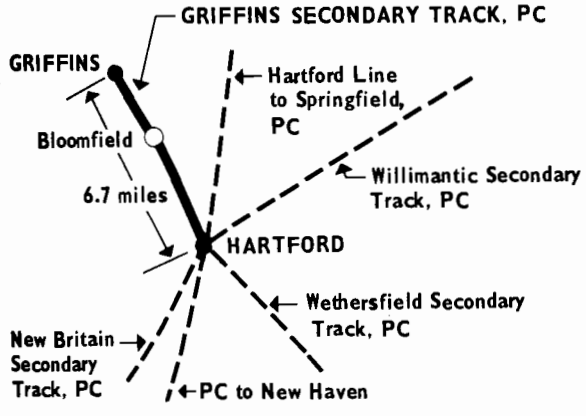
Recommendation

It is recommended that this portion of the Wethersfield Secondary Track be included in the ConRail System.

GRIFFINS SECONDARY TRACK

USRA Line No. 50

Penn Central



The Griffins Secondary Track extends from *Hartford* (Milepost 2.0) to *Griffins, Conn.* (Milepost 8.7), a distance of *6.7 miles*, in Hartford County, Connecticut. This line connects at Hartford with the Hartford Line of the PC and with the Willimantic Secondary Track, the New Britain Secondary Track and the Wethersfield Secondary Track, all of them PC. The last-named is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 32).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Bloomfield	238
Griffins	78
Total carloads generated by the line	316
Average carloads per week	6.1
Average carloads per mile	47.2
Average carloads per train	2.1
1973 Operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	5
Locomotive horsepower	1,600
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that 926 cars originated or terminated on this line in 1973. American Propane shipped 30 cars from Griffins according to the testimony. Shippers at Bloomfield stated they shipped the following carloads in 1973: Bloomfield Farmers Exchange, 153 cars; Emhart Corp., 15 cars; and Connecticut Printers, 468 cars. (This greatly exceeds identifiable shipments).

Information for Line Retention Decision

Revenue received by PC		$90,930
Average revenue per carload	$288	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	90,695	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	14,691	
Cost incurred beyond the branch line	64,329	
Total variable (avoidable) cost		169,715
Net contribution (loss): total		(78,785)
Average per carload	(249)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.).

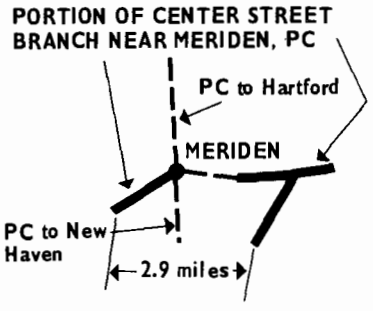
Preliminary Recommendation

It is *not* recommended that the Griffins secondary track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $78,785 or $249 per carload. Recovery of costs would require approximately a threefold increase in traffic or an 85 percent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone will *not* make the line viable.

PORTION OF CENTER STREET BRANCH (NEAR MERIDEN)

USRA Line No. 52

Penn Central



This portion of the Center Street Branch, formerly part of the New Haven RR, extends *2.9 miles near Meriden, Conn.*, in New Haven County, Conn. This line connects with the Hartford line of the PC near Meriden. The PC applied to the ICC in September 1973 for permission to abandon this portion of the line (Docket AB–5 Sub. 200). No action has been taken on this application. This line was not shown in the U.S. DOT Report (see Zone 34).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Meriden [1]	64
Total carloads generated by the line	64
Average carloads per week	1.2
Average carloads per mile	22.1
Average carloads per train	1.2
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	1.0
Locomotive horsepower	1,600
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$27,683
Average revenue per carload	$432	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	24,195	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	2,825	
Cost incurred beyond the branch line	14,047	
Total variable (avoidable) cost)		41,067
Net contribution (loss): total		(13,384)
Average per carload		(209)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 780 crossties (an average of 269 crossties per mile).

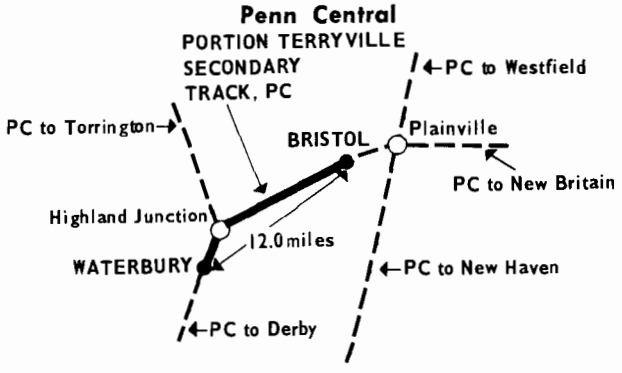
Preliminary Recommendation

It is *not* recommended that this portion of the Center Street Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $13,384 or $209 per carload. Recovery of costs would require approximately a 100 per cent increase in traffic or a 50 per cent rate increase over the 1973 levels.

PORTION OF THE TERRYVILLE SECONDARY TRACK

USRA Line No. 53–53b

Penn Central



This portion of the Terryville Secondary Track, formerly part of the New Haven RR, extends from *Waterbury* (Milepost 0.0) to *Bristol, Conn.* (Milepost 12.0), a distance of *12.0 miles*, in Hartford and Litchfield Counties, Conn. A continuation of this line runs from Bristol to Plainville and beyond. At Waterbury, the line connects with the Waterbury Branch of the PC. It also connects at Highland Junction (Milepost 0.4), with the Torrington Secondary Track of the PC. With the exception of a small portion near Bristol, this line was described as potentially excess in the U.S. DOT Report (see Zones 35 and 36).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Terryville	144
Bristol[1]	402
Total carloads generated by the line	546
Average carloads per week	10.5
Average carloads per mile	45.5
Average carloads per train	10.5
1973 operating information:	
Number of round trips per year	52
Estimate time per round trip (hours)	8.0
Locomotive horsepower	1,600
Train crew size	4

[1] Includes only shippers actually on this Segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicates that this line is the only feeder line providing direct access between two of the states largest population centers, Waterbury and Hartford. Abandonment would prohibit freight with dimensions too large for trucking from entering or leaving the city of Waterbury. At Plymouth, there is a vacant $3 million plant with rail service, and the Town of Plymouth has spent $500,000 for reconstruction of a road to service this plant. There are 10 businesses listed for this line; with General Motors estimating 600 carloads for 1973 and the Hale Manufacturing Co. estimating 135 carloads for 1973 and projecting 355 for future carloadings. Correspondence from Milo Wilcox, Representative, Central Connecticut Regional Planning, states the New Departure Company relocated in Bristol and invested in 8,000 ft. of railroad spur for freight service.

Information for Line Retention Decision

Revenue received by PC		$185,925
Average revenue per carload	$341	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	120,030	
Cost of upgrading branch line to FRA class I: (1/10 of total upgrading cost)	9,594	
Cost incurred beyond the branch line	126,861	
Total variable (avoidable) cost		256,485
Net contribution (loss): total		(70,560)
Average per carload		(129)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 2,580 crossties (an average of 215 crossties per mile).

Available information indicates that traffic on this line may increase by 40 percent. However, a 120 percent increase in traffic would be required to cover the costs.

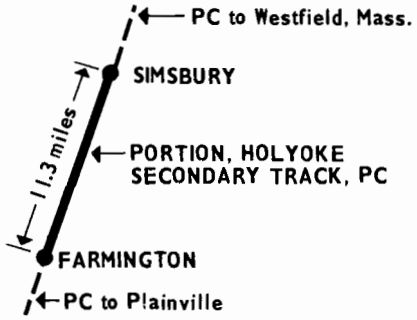
Preliminary Recommendation

It is *not* recommended that this portion of the Terryville Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $70,560 or $129 per carload. Recovery of costs would require approximately a 120 percent increase in traffic or a 40 percent rate increase over the 1973 levels.

PORTION OF HOLYOKE SECONDARY TRACK

USRA Line No. 55

Penn Central



This portion of the Holyoke Secondary Track, formerly part of the New Haven RR, extends from *Farmington* (Milepost 3.4) to *Simsbury, Conn.* (Milepost 14.7), a distance of *11.3 miles*, in Hartford County, Conn. Continuations of this line extend southward from Farmington and northward from Simsbury, both of which are also under study in this report (USRA line numbers 54 and 675 respectively). This line was de-

scribed as potentially excess in the U.S. DOT Report (see Zone 32).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Avon	202
Simsbury	102
Total carloads generated by the line	304
Average carloads per week	5.9
Average carloads per mile	26.9
Average carloads per train	2.0
1973 operating information:	
Number of round trips per year	156
Estimated time per round trip (hours)	3
Locomotive horsepower	1,600
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that industries on this line complained of car shortages and the exiguous track maintenance. Some respondents stated that they would be forced out of business by the loss of rail service; others indicated that they would face higher freight costs as a consequence of being forced to use motor carrier service. Testimony also indicated the existence of an industrial park at Avon and that a similar facility is being planned for Simsbury although no specific traffic levels or projections have been provided.

Information for Line Retention Decision

Revenue received by PC		$94,291
Average revenue per carload	$310	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	112,255	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	66,244	
Total variable (avoidable) cost		178,499
Net contribution (loss): total		(84,208)
Average per carload	(277)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.).

Data provided at the RSPO hearings indicated that traffic has increased to a level of approximately 700 carloads per year although the 1973 traffic information shows only 304 carloads. However, recovery of the line's costs would require approximately 1,200 carloads per year.

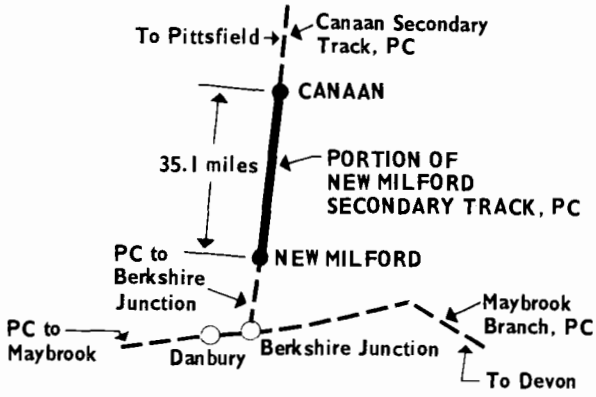
Preliminary Recommendation

It it *not* recommended that this portion of the Holyoke Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $84,208 or $277 per carload. Recovery of costs would require approximately a three-fold increase in traffic or a 90 percent rate increase over the 1973 levels.

PORTION OF NEW MILFORD SECONDARY TRACK

USRA Line No. 60

Penn Central



This portion of the New Milford Secondary Track formerly part of the New Haven RR, extends from *New Milford* (Milepost 13.2) to *Canaan, Conn.* (Milepost 48.3), a distance of *35.1 miles*, in Litchfield County, Connecticut. This line connects at Canaan with the Canaan Secondary track of the PC (also under study in this Report). A continuation of this line runs from New Milford to Berkshire Junction, near Danbury. The PC made application to the ICC in June 1972 for permission to abandon this line, Docket No. AB–5, Sub. 49. On September 17, 1974, the PC applied to the U.S. Railway Association for permission to abandon this line (USRA Docket No. 75–30). No action has been taken on either application. This line was described as potentially excess in the U.S. DOT Report (see Zone 35).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Gaylordsville	6
Kent	36
Cornwall Bridge	12
Falls Village	2
Canaan	[1]52
Total carloads generated by the line	108

See footnote at end of table.

Average carloads per week	2.1
Average carloads per mile	3.1
Average carloads per train	3.5
1973 Operating information:	
Number of round trips per years	31
Estimated time per round trip (hours)	5.0
Locomotive horsepower	1,600
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" by Becton, Dickinson & Co. indicated that it had handled 27 carloads in each of the last three years and that loss of rail service would increase their transportation costs.

Communication from the State of Connecticut concerning the abandonment application pending before USRA requested delay until the state rail plan could be completed.

Information for Line Retention Decision

Revenue received by PC		$78,976
Average revenue per carload	$731	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	234,459	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	29,188	
Cost incurred beyond the branch line	27,257	
Total variable (avoidable) cost		290,904
Net contribution (loss): total		($211,928)
Average per carload		($1,962)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 3,750 crossties (an average of 106 crossties per mile).

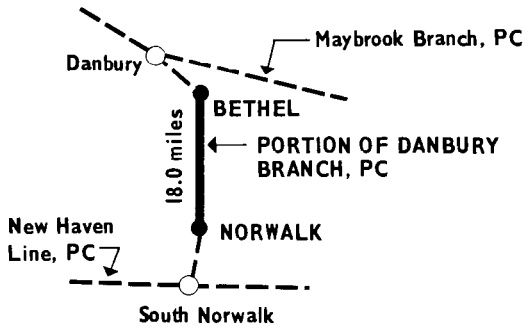
Preliminary Recommendation

It is *not* recommended that this portion of the New Milford Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $211,928 or $1,962 per carload. Recovery of costs would require approximately a four-fold increase in traffic or a 270 percent rate increase over the 1973 levels.

PORTION OF DANBURY BRANCH

USRA Line No. 61

Penn Central



This portion of the Danbury Branch, formerly part of the New Haven RR, extends from *Norwalk* (Milepost 43.0) to *Bethel, Conn.* Milepost 61.0) a distance of *18.0 miles*, in Fairfield County, Conn. This line extends northward from Bethel to Danbury and southward from Norwalk. This line was described as potentially excess in the U.S. DOT Report (see Zones 35 and 39).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Wilton	90
Georgetown	404
Norwalk [1]	101
Bethel [1]	11
Total carloads generated by the line	606
Average carloads per week	11.7
Average carloads per mile	33.7
Average carloads per train	2.3
1973 operating information:	
Number of round trips per year	260
Estimated time per round trip (hours)	3.0
Locomotive horsepower	1,800
Train crew size	3

[1] Includes only shippers on this segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Connecticut Transportation Authority (CTA) and Connecticut DOT have a 57-year lease option agreement to this section of track. The State of Connecticut is prepared to spend $5 million to upgrade the line for passenger service. Western Connecticut communities

hope to use this line as a route for the recycling and disposal of 1,000 tons of solid waste per day at a site near Danbury. Studies by the State of New York, the State of Connecticut, and Dr. George Brown were offered as evidence demonstrating the inequity of subsidies given to modes of transportation with which the railroad must compete. USRA staff has discussed with the CTA their specific plans for exercising their lease purchase option and their plans for implementing improved passenger services.

Information for Line Retention Decision

Revenue received by PC		$285,794
Average revenue per carload	$472	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line[1]	89,901	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	131,347	
Total variable (avoidable) cost		221,248
Net contribution (loss): total		64,546
Average per carload	106	

[1] Due to the agreement with CTA, this cost does not include maintenance.

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

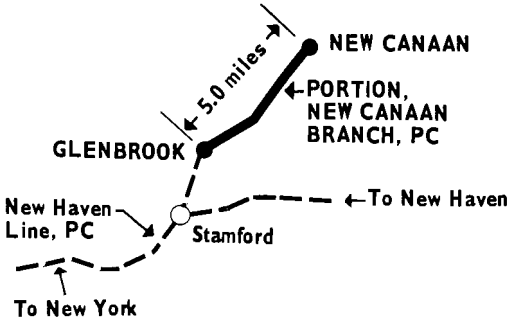
Recommendation

It is recommended that this portion of the Danbury Branch be included in the ConRail System.

PORTION OF THE NEW CANAAN BRANCH

USRA Line No. 62

Penn Central



This portion of the New Canaan Branch, formerly part of the New Haven RR, extends from *Glenbrook* (Milepost 3.0) to *New Canaan, Conn.* (Milepost 8.0), a distance of *5.0 miles*, in Fairfield County, Conn. The southerly continuation of this line runs from Glenbrook to Stamford where it connects with the New Haven line of the PC. This line was described as potentially excess in the U.S. DOT Report (see Zone 40).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
New Canaan	62
Springdale	40
Glenbrook[1]	105
Total carloads generated by the line	207
Average carloads per week	4.0
Average carloads per mile	41.4
Average carloads per train	4.0
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,200
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" stated that Glenbrook Laboratories at Glenbrook shipped 108 cars of chemicals in 1973. These cannot be readily switched to highway movements. Hatch & Bailey Lumber at Springdale received 30 cars in 1973.

Information for Line Retention Decision

Revenue received by PC		$128,949
Average revenue per carload	$623	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	46,321	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	31,908	
Total variable (avoidable) cost		78,229
Net contribution (loss): total		50,720
Average per carload	245	

The line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

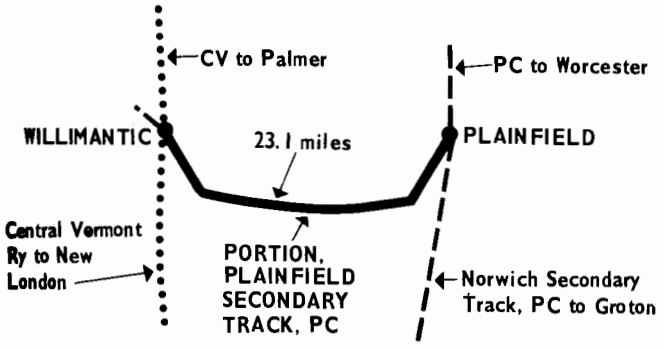
Recommendation

It is recommended that this portion of the New Canaan Branch be included in the ConRail System.

PORTION OF PLAINFIELD SECONDARY TRACK

USRA Line No. 674

Penn Central



This portion of the Plainfield Secondary Track, formerly part of the New Haven RR, extends from *Plainfield* (Milepost 0.0) to *Willimantic, Conn.* (Milepost 23.1), a distance of *23.1 miles*, in Windham and New London Counties, Connecticut. The continuation of this line, also under study in the Report, extends a short distance beyond Willimantic to end-of-track. The line also connects with the Norwich Secondary Track of the PC at Plainfield and with the Central Vermont Ry at Willimantic. (The portion of the Norwich Secondary Track extending northward from Plainfield to Auburn, Mass. is also under study in this Report.) This line was not described as potentially excess in the U.S. DOT Report (see Zones 29 and 30).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Versailles	1,425
Baltic	52
Willimantic[1]	502
Total Carloads Generated by the line	1,979
Average carloads per week	38.0
Average carloads per mile	79.8
Average carloads per train	19.8
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	10
Locomotive horsepower	1,800
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that in 1973 there were 1,085 carloads generated by this line. The cost of serving this traffic by motor carrier may jeopardize the viability of these companies.

Information for Line Retention Decision

Revenue received by PC		$559,318
Average revenue per carload	$283	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	281,869	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	101,054	
Cost incurred beyond the branch line	325,823	
Total variable (avoidable) cost		708,746
Net contribution (loss): Total		(149,428)
Average per carload	(76)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 9,600 crossties (an average of 387 crossties per mile). Although service to the entire line generates a loss, service to the line from Milepost 0.0 to Milepost 9.8 (serving shippers at Versailles which generated 1,425 carloads in 1973) would generate $398,451 in revenue and $408,462 in costs with a resulting loss of only $10,011 or $7 per carload. A 7 percent growth in traffic or a 3 percent rate increase would make this portion of the line financially self-sufficient.

Recommendation

It is recommended that the portion of the Plainfield Secondary Track from Milepost 0.0 to Milepost 9.8 be included in the ConRail System.

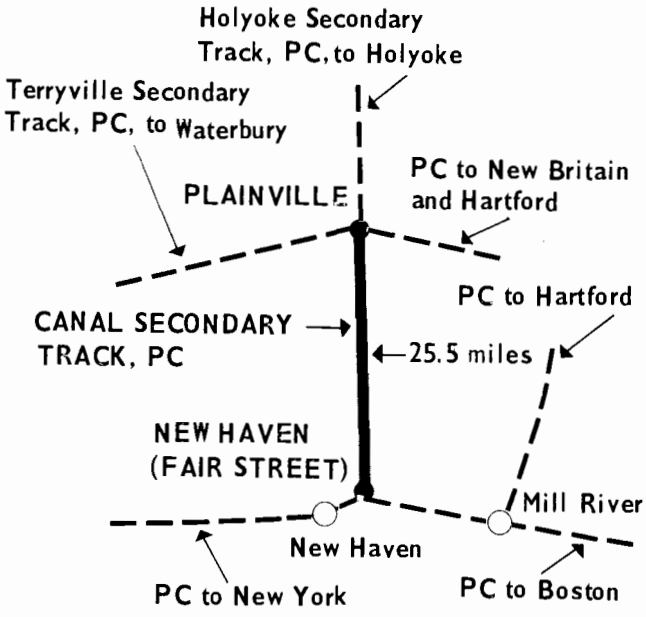
Preliminary Recommendation

It is *not* recommended that the portion of the Plainfield Secondary Track from Milepost 9.8 to Milepost 23.1 be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $139,417 or $251 per carload. Recovery of costs would require approximately a 223 percent increase in traffic or an 85 percent rate increase over the 1973 levels.

CANAL SECONDARY TRACK

USRA Line No. 675

Penn Central



The Canal Secondary Track, formerly part of the New Haven RR, extends from *New Haven (Fair Street)* (Milepost 2.0) to *Plainville, Ct.* (Milepost 27.5), a distance of *25.5 miles*, in Hartford and New Haven Counties, Connecticut. At Plainville, this line connects with the Holyoke Secondary Track (also under study in this Report), the Terryville Secondary Track and the New Britain Secondary Track all PC. At New Haven, this line connects with the PC Shore Line between New York and Boston. This line was described as potentially excess in the U.S. DOT Report (see Zones 33, 36 and 37).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Mt. Carmel	105
Cheshire	772
Milldale	306
Plantsville	17
Southington	228
Plainville[1]	111
New Haven[1]	461
Total carloads generated by the line	2,000
Average carloads per week	38.5
Average carloads per mile	78.4
Average carloads per train	13.3
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	11.0
Locomotive horsepower	1,600
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that this line should be preserved because of the flexibility it provides the network in times of natural disaster. In Cheshire, there is a 2,000 acre industrial park with 280 acres already occupied by companies employing 1,000 people. Concern was expressed that the loss of this line could arrest further planned industrial development.

Information for Line Retention Decision

Revenue received by PC		$880,553
Average revenue per carload	$440	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	295,109	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	41,009	
Cost incurred beyond the branch line	465,432	
Total variable (avoidable) cost		801,550
Net contribution (loss): total		79,003
Average per carload	40	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 7,210 crossties (an average of 233 crossties per mile).

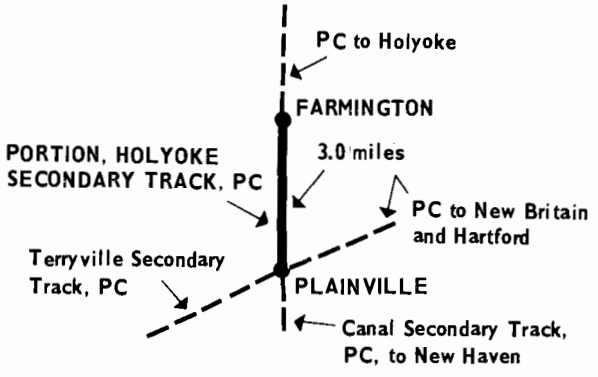
Recommendation

It is recommended that the Canal Secondary Track be included in the ConRail System.

PORTION OF THE HOLYOKE SECONDARY TRACK

USRA Line No. 675a

Penn Central



This portion of the Holyoke Secondary Track, formerly part of the New Haven RR, extends from *Plainville* (Milepost 0.0), to *Farmington, Conn.* (Milepost 3.0), a distance of *3.0 miles*, in Hartford County, Connecticut. A continuation of this line runs in a northerly direction from Farmington to Holyoke (also under study in this Report). At Plainville, this line connects with the Terryville Secondary Track and the Canal Secondary Track, PC. The last-named is also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zones 32 and 33).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Farmington	233
Plainville[1]	627
Total carloads generated by the line	860
Average carloads per week	16.5
Average carloads per mile	286.7
Average carloads per train	5.7
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	3.0
Locomotive horsepower	1,600
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicates that Richard Russell of Gerrity Lumber Co. (not on this segment) explained why service on the Canal line is an all or none proposition: The line does not connect with anything on the south end. The overhead bridges are too low and the curves too sharp for modern trains. As a consequence, all traffic must come south from Plainville. This means all industries on the line, to exist, must have the whole line.

RSPO states after major flood destroyed the Naugatuck Valley line in 1955, the line was used to bring in supplies. Residents in the area urged this track be preserved because of the flexibility it provides the network in times of similar natural disasters.

Information for Line Retention Decision

Revenue received by PC		$221,702
Average revenue per carload	$258	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	61,765	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	3,728	
Cost incurred beyond the branch line	149,892	
Total variable (avoidable) cost		215,385
Net contribution (loss): total		6,317
Average per carload		7

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standard (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 890 crossties (an average of 297 crossties per mile).

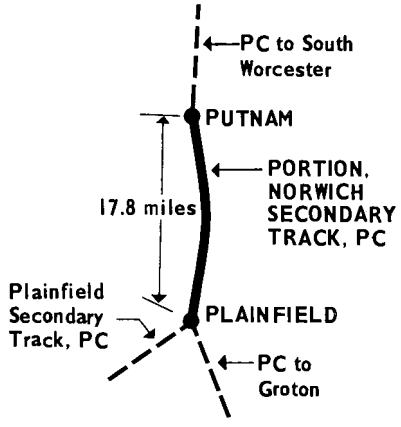
Recommendation

It is recommended that this portion of the Holyoke Secondary Track be included in the ConRail System.

PORTION OF THE NORWICH SECONDARY TRACK

USRA Line No. 678

Penn Central



This portion of the Norwich Secondary Track, formerly part of the New Haven RR, extends from *Plainfield* (Milepost 28.0) to *Putnam, Conn.* (Milepost 45.8), a distance of *17.8 miles*, in Windham County, Conn. Continuations of this line run from Putnam to South Worcester, Mass., and from Plainfield to Groton. The former is also under study in this Report. At Plainfield, the line also connects with the Plainfield Secondary track, PC, also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 29).

Traffic and Operating Information

Stations (with their 1973 carloads served by this line:	
Central Village	24
Wauregan	3,896
Danielson	144
Dayville	2,492
Putnam	1,091
Total carloads generated by the line	7,647
Average carloads per week	147.1

Average carloads per mile	429.6
Average carloads per train	30.6
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	9
Locomotive horsepower	1,800
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" primarily concerned the costs and the problems that would be involved if the shippers were forced to use motor carrier service. USRA has also received correspondence from the Norwich and Worcester suggesting their interest in taking over this entire line.

Information for Line Retention Decision

Revenue received by PC		$2,204,547
Average revenue per carload	$288	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	388,741	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	1,364,209	
Total variable (avoidable) cost		1,752,950
Net contribution (loss): Total		451,597
Average per carload	59	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 mph).

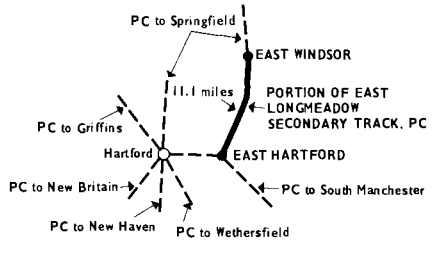
Recommendation

It is recommended that this portion of the Norwich Secondary Track be included in the ConRail System.

PORTION OF EAST LONGMEADOW SECONDARY TRACK

USRA Line No. 685

Penn Central



This portion of the East Longmeadow Secondary Track formerly part of the New Haven RR, extends from *East Windsor* (Milepost 18.0) to *East Hartford, Conn.* (Milepost 29.1), a distance of *11.1 miles*, in Hartford County, Conn. The northerly continuation of this line extends from East Windsor to Hazardville (also being studied in this Report) and beyond. At East Hartford the line connects with the Willimantic Secondary Track. This line was not described as potentially excess in the U.S. DOT Report (see Zone 32).

Traffic and Operating Information

Stations (with their 1973 carloads) served this line:	
S. Windsor	509
E. Windsor Hill	1,153
Total carloads generated by the line	1,662
Average carloads per week	32
Average carloads per mile	150
Average carloads per train	5.7
1973 operating information:	
Number of round trips per year	290
Estimated time per round trip	10.5
Locomotive horsepower	1,600
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Kerr McGee shipped 200 cars in 1973.

Information for Line Retention Decision

Revenue received by PC		$535,096
Average revenue per carload	$322	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	279,635	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	23,232	
Cost incurred beyond the branch line	399,254	
Total variable (avoidable) cost		702,121
Net contribution (loss): total		(167,025)
Average per carload	(100)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 4,500 crossties (an average of 405 crossties per mile).

Preliminary Recommendation

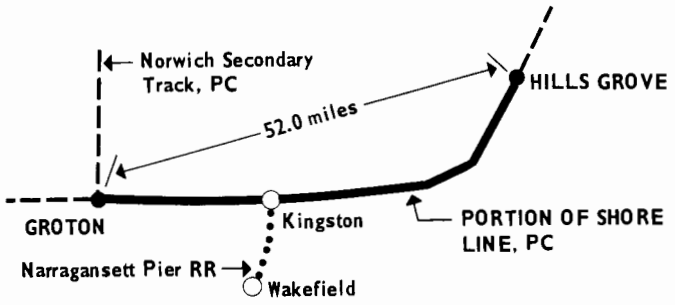
It is *not* recommended that this portion of the East Longmeadow Secondary Track be included in the Con-

Rail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $167,025 or $100 per carload. Recovery of costs would require approximately a 125 per cent increase in traffic or a 30 per cent increase over the 1973 levels.

PORTION OF SHORE LINE

USRA Line No. 43

Penn Central



This portion of the Shore Line, formerly part of the New Haven RR, extends from *Groton, Conn.* (Milepost 125.0) to *Hills Grove, R.I.* (Milepost 177.0), a distance of *52.0 miles*, in New London County, Connecticut and Washington County, Rhode Island. This line continues westward at Groton to New York, and eastward at Hills Grove to Boston. The line connects at Groton with the Norwich Secondary Track of the PC and at Kingston, R.I. (Milepost 158.1) with the Narragansett Pier RR. This line was described as potentially excess in the U.S. DOT Report (see Zones 27, 28 and 30).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Noank	0
Mystic	11
Stonington	0
Westerly	352
Bradford	98
Wood River Junction	9
Kenyons	10
Kingston	7
Slocums	29
Wickford Junction	77
Davisville	504
East Greenwich	157
Apponaug	16
Goulds[1]	0
Peace Dale[1]	70
Wakefield[1]	2
Total carloads generated by the line	1,342
Average carloads per week	25.8
Average carloads per mile	25.8
Average carloads per train	5.4
1973 operating information:	
Number of round trips per week	250
Estimated time per round trip (hours)	8.0
Locomotive horsepower	1,750
Train crew size	4

[1] Stations on the Narragansett Pier RR.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that many industries and citizens were concerned with the designation of this line as potentially excess. Shipping costs would increase greatly if truck transportation had to be used. The U.S. Naval Submarine Base and other industries in the Groton area would be cut off from direct access to the east. The Narragansett Pier RR would be cut off from other railroads. Communities would suffer from tax losses.

Information for Line Retention Decision

Revenue received by PC		$621,595
Average revenue per carload	$463	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	519,502	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	380,610	
Total variable (avoidable) cost		900,112
Net contribution (loss): Total		(278,517)
Average per carload	(208)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

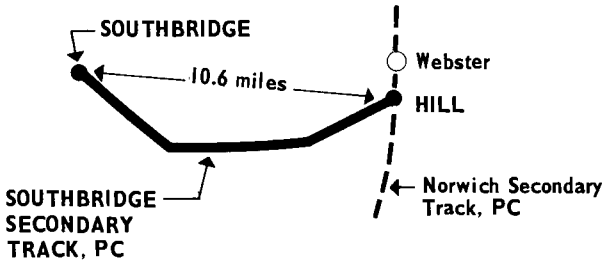
Preliminary Recommendation

It is *not* recommended that this portion of the Shore Line be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $278,517 or $208 per carload. Recovery of costs would require approximately a 115 percent increase in traffic or a 45 percent rate increase over the 1973 levels.

SOUTHBRIDGE SECONDARY TRACK

USRA Line No. 40

Penn Central



The Southbridge Secondary track, formerly a part of the New Haven RR, extends from *Webster* (Milepost 0.5), to *Southbridge, Mass.* (Milepost 11.1), a distance of *10.6 miles*, in Worcester County Massachusetts and Windham County, Connecticut. At Hill it connects with the Norwich Secondary Track of the PC, also under study in this report. The PC petitioned the ICC to abandon the line in October 1972, but the application has not been acted on (ICC Docket No. AB–5 Sub. 129). This line was declared potentially excess in the U.S. DOT Report (see Zones 26 and 29).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
West Dudley	110
Sandersdale	1
Southbridge	92
Total carloads generated by the line	203
Average carloads per week	3.9
Average carloads per mile	19.1
Average carloads per train	2.7
1973 Operating information:	
Number of round trips per year	75
Estimated time per round trip (hours)	2
Locomotive horsepower	1,500
Train crew size	3

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" consisted of a brief which was submitted to the ICC's Administrative Law Judge by the protestants of the proposed abandonment.

Information for Line Retention Decision

Revenue received by PC	$71,374
Average revenue per carload	$352
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	82,025
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	13,041
Cost incurred beyond the branch line	51,251
Total variable (avoidable) cost	146,317
Net contribution (loss): total	(74,943)
Average per carload	(369)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,700 crossties (an average of 160 crossties per mile).

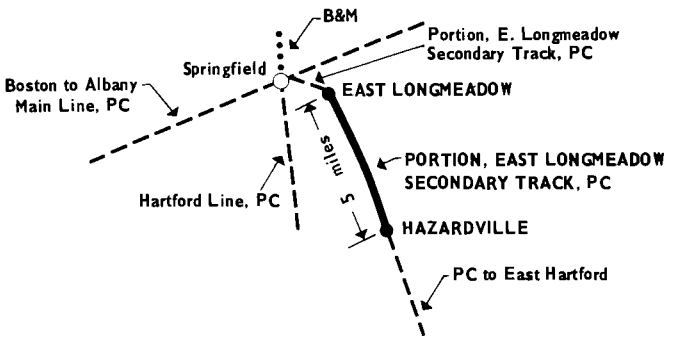
Preliminary Recommendation

It is *not* recommended that the Southbridge Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $74,943 or $369 per carload. Recovery of costs would require approximately a four-fold increase in traffic or a 100 per cent rate increase over the 1973 levels.

PORTION OF EAST LONGMEADOW SECONDARY TRACK

USRA Line No. 44

Penn Central



This portion of the East Longmeadow Secondary Track, formerly part of the New Haven RR, extends from *East Longmeadow, Mass.* (Milepost 7.0), to *Hazardville, Conn.* (Milepost 12.0), a distance of *5.0 miles*, in Hartford County, Conn., and Hampden County, Mass.

Continuations of this line extend northward from East Longmeadow to Springfield and southward from

Hazardville to East Hartford. A portion of the latter segment (from Hazardville to East Windsor) is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 24 and 32).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
East Longmeadow	1,999
Total carloads generated by the line	1,999
Average carloads per week	38.4
Average carloads per mile	399.8
Average carloads per train	12.8
1973 operating information:	
Number of round trips per year	156
Estimated time per round trip (hours)	4
Locomotive horsepower	1,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Milton Bradley Co., Community Feed Stores, and Package Machinery Co. are particularly concerned about the loss of rail freight service at East Longmeadow. While the unemployment rate for this community is 7.5 percent (at time of Hearings), there is a possibility that a 400 job industry may locate soon in one of the town's industrial parks. USRA staff discussed with Springfield Chamber of Commerce problems associated with the continuation of service to those shippers who are located between Milepost 7.0 and 8.6. The Chamber has also been informed of the subsidy provisions for continuation of service which are available under the Reorganization Act. There is also a prospect that a large toy manufacturer in Hazardville will open a new plant by 1983. U.S. Envelope expects its traffic to increase at Hazardville to 300 carloads per year by 1975.

Information for Line Retention Decision

Revenue received by PC		$939,510
Average revenue per carload	$470	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	119,351	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost	4,819	
Cost incurred beyond the branch line	579,721	
Total variable (avoidable) cost		703,891
Net contribution (loss): total		235,619
Average per carload	118	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 500 crossties (an average of 100 crossties per mile).

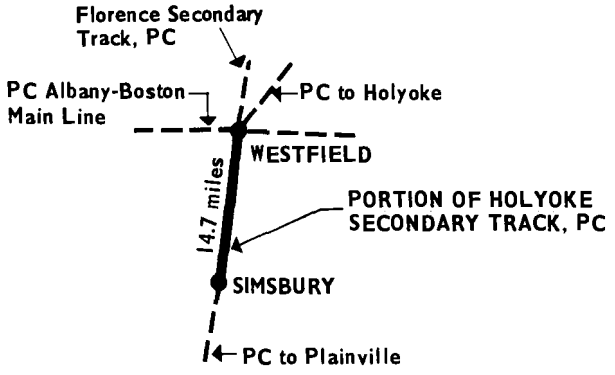
Recommendation

It is recommended that this portion of the East Longmeadow Secondary Track be included in the ConRail System.

PORTION OF HOLYOKE SECONDARY TRACK

USRA Line No. 54

Penn Central



This portion of the Holyoke Secondary Track, formerly a part of the New Haven RR, extends from *Simsbury, Conn.* (Milepost 43.8) to *Westfield, Mass.* (Milepost 58.5), a distance of *14.7 miles*, in Hartford County, Connecticut and Hampden County, Massachusetts. At Simsbury it connects with its own southerly continuation to Farmington, Conn. and Plainsville, and at Westfield with its northerly continuation to Holyoke, Mass. Both these lines are also under study in this report. At Westfield, the line also connects with the Florence Secondary Track of the PC to Easthampton (also under study in this report) and the Albany-Boston line of the PC. The PC applied to the ICC in 1971 for authority to abandon this segment but was turned down. The PC applied on August 14, 1974, to the U.S. Railway Association for permission to abandon the line. No action has been taken on this application. Except for a small portion at its north end, this portion of the Holyoke Secondary Track was declared potentially excess in the U.S. DOT Report (see Zones 24 and 32).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Floydville	1
Granby	17
Southwick	32
Total carloads generated by the line	50

Average carloads per week	1.0
Average carloads per mile	3.4
Average carloads per train	3.3
1973 Operating information:	
Number of round trips per year	15
Estimated time per round trip (hours)	2
Locomotive horsepower	1,600
Train Crew Size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information was provided about this line at the hearings conducted by the Rail Services Planning Office, as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$16,005
Average revenue per carload	$320	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	101,318	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	12,724	
Cost incurred beyond the branch line	9,945	
Total variable (avoidable) cost		123,987
Net contribution (loss): total		(107,982)
Average per carload		(2,160)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 2,300 crossties (an average of 156 crossties per mile).

Preliminary Recommendation

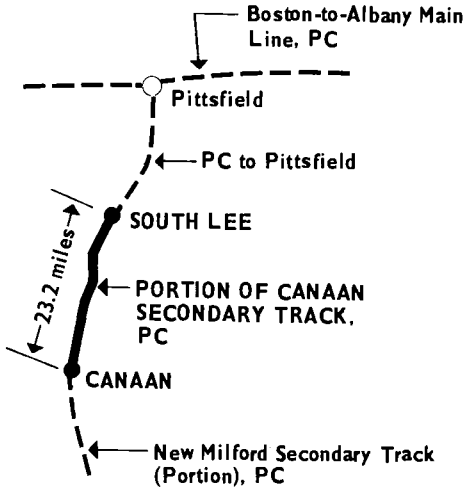
It is *not* recommended that this portion of the Holyoke Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $107,982 or $2,160 per carload. Recovery of costs would require approximately an eighteen-fold increase in traffic or a 675 per cent rate increase over the 1973 levels.

A PORTION OF CANAAN SECONDARY TRACK

USRA Line No. 59

Penn Central

This portion of the Canaan Secondary Track, formerly a part of the New Haven RR, extends from *Canaan, Conn.* (Milepost 48.3) to *South Lee, Mass.* (Milepost 71.5), a distance of *23.2 miles*, in Berkshire



County, Mass. and Litchfield County, Conn. Continuations of this line extend northward from South Lee to Pittsfield where it connects with the Boston-to-Albany Line of the PC, and southward from Canaan to Berkshire Junction. A portion of the latter segment (from Canaan to New Milford) is also under study in this Report. This line was identified as potentially excess in the U.S. DOT Report (see Zones 22, 23, and 35).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Canaan*	924
Ashley Falls	9
Sheffield	286
Great Barrington	58
Van Deusenville	73
Housatonic	409
Stockbridge	2
South Lee*	132
Total carloads generated by the line	1,893
Average carloads per week	36.4
Average carloads per mile	81.6
Average carloads per train	7.0
1973 operating information:	
Number of round trips per year	270
Estimated time per round trip (hours)	5.0
Locomotive horsepower	1,500
Train crew size	4

*(Includes only traffic on segment.)

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report," indicated that a great deal of effort has been spent by the Berkshire Railroad Co. to obtain a charter to operate the Penn Central Berkshire line as a Class II short line railroad. Suggestions were made that passenger service should be reestablished between New York City and Berkshire communities. Rising Paper Co. and Home Gas Corp. were responsible for a total of 489 carloads at Van Deu-

senville, Mass. (Milepost 64.5). Lane Construction Co. of Sheffield, Mass. (Milepost 57.3) testified that they generated 333 carloads in 1973, mostly sand and gravel receipts from Westfield, Mass. The eleven shippers using the line between S. Lee and Ashley Falls, Mass., employ 540 people. There was no estimate of possible job loss related to rail service termination. In Canaan, Pfizer, Inc. and Becton-Dickinson have indicated that they will relocate their facilities if rail service is lost, threatening 570 people. Total population of Canaan is 931 people.

Information for Line Retention Decision

Revenue received by PC		$624,707
Average revenue per carload	$330	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	272,237	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	27,685	
Cost incurred beyond the branch line	386,384	
Total variable (avoidable) cost		686,304
Net contribution (loss): total		(61,599)
Average per carload	(33)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 3,500 crossties (an average of 150 crossties per mile). Although service to the entire line generates a loss, service to the line from Milepost 71.5 to Milepost 66.7 (serving shippers at South Lee, Stockbridge and Housatonic who generated 544 carloads in 1973) would generate $219,350 in revenue and $185,272 in costs with a resulting net contribution of $34,078 or $85 per carload.

Recommendation

It is recommended that the portion of the Canaan Secondary Track *between Milepost 71.5 and Milepost 66.7* be included in the ConRail System.

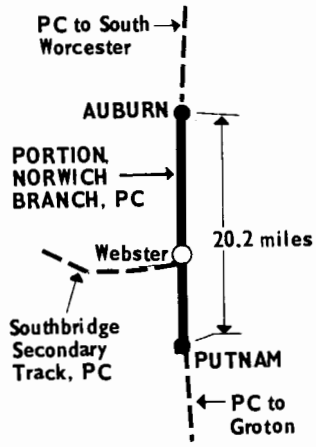
Preliminary Recommendation

It is *not* recommended that the portion of the Canaan Secondary Track *between Milepost 66.7 and Milepost 48.3* be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to 95,675 or $71 per carload. Recovery of costs would require approximately a 70 percent increase in traffic or a 125 percent rate increase over the 1973 levels.

PORTION OF THE NORWICH SECONDARY TRACK

USRA Line No. 678a

Penn Central



This portion of the Norwich Secondary Track, formerly part of the New Haven RR, extends from *Putnam, Conn.* (Milepost 45.8), to *Auburn, Mass.* (Milepost 66.0), a distance of *20.2 miles*, in Windham County, Connecticut and Worcester County, Massachusetts. Continuations of this line run from Auburn to South Worcester and from Putnam to Groton. The latter is also under study in this Report. At Webster (Milepost 54.9), this line connects with the Southbridge Secondary Track of the PC (also under study in this Report). This line, with the exception of a small portion near Putnam, was described as potentially excess in the U.S. DOT Report (see Zones 25, 26, and 29).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Grosvenordale	23
N. Grosvenordale	148
Webster	187
Oxford	58
Total carloads generated by the line	416
Average carloads per week	8.0
Average carloads per mile	20.6
Average carloads per train	4.0
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	5.0
Locomotive horsepower	1,500
Train crew size	3

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the only wholesale grocer within an area of sixty miles

would be forced out of business if rail service to Webster is curtailed. According to correspondence from Edward Babula of the Selectman's Office, Town of Thompson, the town is planning an industrial park which they feel is vital to the future economic stability of the town. The discontinuation of rail service might well mean the end of this park.

A letter from Kevin P. Johnston, State Representative (Conn.) indicated that the loss of rail service in this area would result in the loss of many jobs in an area that is already economically depressed.

Attorneys for the Norwich and Worcester Railroad Co., lessor of this line to the Penn Central, have written to inform the U.S. Railway Association "that there is a real possibility of preservation of service upon the Norwich and Worcester line through re-acquisition of possession and control of that property by Norwich and Worcester and to urge that in its preliminary plan USRA should recognize the possibility of continued operation of the Norwich and Worcester line under private ownership and management, as set forth above."

Information for Line Retention Decision

Revenue received by PC		$149,724
Average revenue per carload	$360	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	174,933	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	103,860	
Total variable (avoidable) cost		278,793
Net contribution (loss): total		(129,069)
Average per carload	(310)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). The town of Oxford is planning an industrial park which will require future rail service.

Preliminary Recommendation

Although the preliminary recommendation is that this portion of the Norwich Branch, not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $129,069; $310 per carload. Recovery of costs would require approximately a 240 per cent increase in traffic or an 85 per cent rate increase over the 1973 levels.

DELAWARE

Intrastate

PC

USRA line number	Terminals
138a	Farnhurst to New Castle
159	Lewes Beach Track at Lewes
160	Broadkill to Lewes
161	Georgetown to Broadkill
162	Clayton to Smyrna

RDG

937	Montchanin to Rockland

Interstate

PC

Delaware to Maryland

147	Townsend, Del. to Massey, Md.
167	Indian River, Del. to Snow Hill, Md.
168	Seaford, Del. to Cambridge, Md.
169	Clayton, Del. to Easton, Md.

RDG

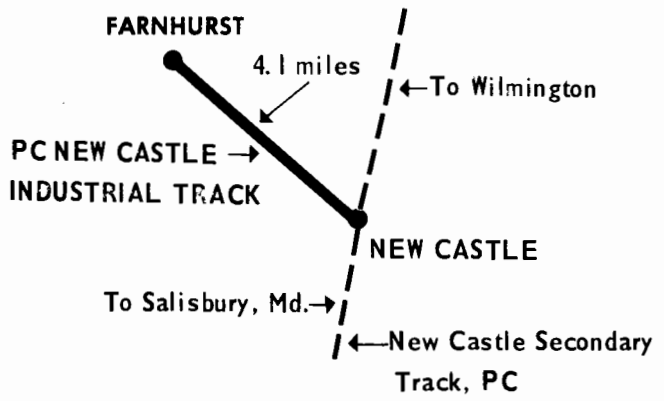
Delaware to Pennsylvania

907/939	Elsmere Junction, Del. to Elverson, Pa.

NEW CASTLE INDUSTRIAL TRACK

USRA Line No. 138a

Penn Central



The New Castle Industrial Track, formerly part of the Pennsylvania RR, extends from *Farnhurst* (Milepost 2.1), to *New Castle* (Milepost 6.2), a distance of *4.1 miles*, in New Castle County, Delaware. Between Milepost 2.1 and Milepost 4.1, the line has not been used since August 30, 1972, and has been physically removed. At New Castle, this line connects with the PC New Castle Secondary Tracks. This line was the former connection from the Wilmington Passenger Station to the Delmarva Branch. This line was not described as potentially excess to the U.S. DOT Report (see Zone 84).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Farnhurst	44
New Castle [1]	12
Total carloads generated by the line	56
Average carloads per week	1.1
Average carloads per mile	26.7
Average carloads per train	1.1
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	1.0
Locomotive horsepower	1,000
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No information was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$12,737
Average revenue per carload	$227	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	18,839	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	7,071	
Cost incurred beyond the branch line	4,216	
Total variable (avoidable) cost		30,126
Net contribution (loss): total		(17,389)
Average per carload	(310)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I Track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include

the replacement of a total of 2,117 crossties (an average of 1,008 crossties per mile). An industrial park is being built on this line. Kaiser Aluminum has been shipping since late 1973.

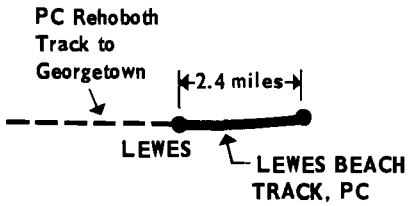
Preliminary Recommendation

Although the preliminary recommendation is that the New Castle Industrial Track not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $17,389 or $310 per carload. Recovery of costs would require approximately a 200-fold increase in traffic or a 140-percent rate increase over the 1973 levels.

LEWES BEACH TRACK

USRA Line No. 159

Penn Central



The Lewes Beach Track, formerly part of the Pennsylvania RR, extends from Milepost 0.0 to Milepost 2.4, a distance of *2.4 miles* at Lewes, Sussex County, Delaware. At Lewes this line connects with the PC Rehoboth Track, also under study in this Report. An application for abandonment of this line was filed with the ICC (Docket No. AB–5, Sub. 195); but no action has been taken. This line was not shown in the U.S. DOT Report (see Zone 85).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Lewes [1]	14
Total carloads generated by the line	14
Average carloads per week	0.3
Average carloads per mile	5.8
Average carloads per train	0.6
1973 operating information:	
Number of round trips per year	25
Estimated time per round trip (hours)	1
Locomotive horsepower	1,600
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that this line could be abandoned.

Information for Line Retention Decision

Revenue received by PC		$7,561
Average revenue per carload	$540	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	18,370	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	5,258	
Cost incurred beyond the branch line	3,887	
Total variable (avoidable) cost		27,515
Net contribution (loss): total		(19,954)
Average per carload		(1,425)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 387 crossties (an average of 161 crossties per mile).

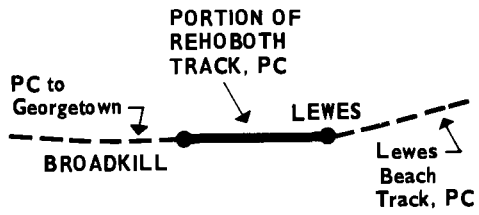
Preliminary Recommendation

It is *not* recommended that the Lewes Beach Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $19,954 or $1,425, per carload. Recovery of costs would require approximately a five-fold increase in traffic or a 265 percent rate increase over the 1973 levels. During 1973, normal service to the Delmarva Peninsula was interrupted by damage to the C&D Canal bridge and by reduced float service due to the drydocking of the float. This may have had an adverse impact on the rail traffic generated in the area, but NOT substantially enough to affect the recommendation.

PORTION REHOBOTH TRACK

USRA Line No. 160

Penn Central



This portion of the Rehoboth Track, formerly part of the Pennsylvania RR, extends from *Broadkill* (Milepost 30.0) to *Lewes, Del.* (Milepost 38.0), a distance of *8.0 miles*, in Sussex County, Delaware. At Broadkill, this line continues west to Georgetown, which line is also under study in this Report. It connects at Lewes with the Lewes Beach Track, which is also under study in this Report. In July, 1973, the PC applied to the ICC for permission to abandon this line; Docket No. AB–5, Sub. 195. This line was described as potentially excess in the U.S. DOT Report (see Zone 85).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Cool Spring	1
Nassau	31
Lewes[1]	90
Total carloads generated by the line	122
Average carloads per week	2.4
Average carloads per mile	15.3
Average carloads per train	1.2
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	4.0
Locomotive horsepower	1,600
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report". Correspondence from Sherman W. Tribbett, Governor of Delaware, indicates this line should not be declared excess and be kept to support the Sussex County Industrial Park.

Information for Line Retention Decision

Revenue received by PC		$46,072
Average revenue per carload	$378	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	77,601	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	10,874	
Cost incurred beyond the branch line	34,566	
Total variable (avoidable) cost		123,041
Net contribution (loss): Total		(76,969)
Average per carload	(631)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1114 crossties (an average of 139 crossties per mile).

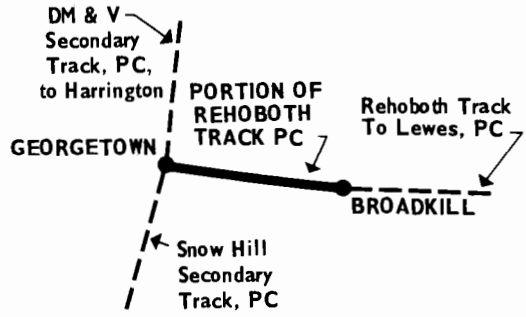
Preliminary Recommendation

It is *not* recommended that this portion of the Rehoboth Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $76,969 or $631 per carload. Recovery of costs would require approximately a sevenfold increase in traffic or a 165 percent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone, will NOT make the line viable. During 1973, normal service to the Delmarva Peninsula was interrupted by damage to the C&D Canal bridge and by reduced float service due to the drydocking of the float. This may have had an adverse impact on the rail traffic generated in the area, but NOT substantially enough to effect the recommendation.

PORTION OF THE REHOBOTH TRACK

USRA Line No. 161

Penn Central



This portion of the Rehoboth Track, formerly part of the Pennsylvania RR, extends from *Georgetown* (Milepost 23.9) to *Broadkill, Del.* (Milepost 30.0), a distance of *6.1 miles*, in Sussex County, Delaware. At Broadkill this line continues to Lewes. At Georgetown this line connects with the DM&V Secondary Track and the Snow Hill Secondary Track. The line from Broadkill to Lewes is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 85).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Bennum	1
Broadkill	151
Total carloads generated by the line	152
Average carloads per week	2.9
Average carloads per mile	24.9
Average carloads per train	1.0
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	4
Locomotive horsepower	1,600
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Sussex County has put up $143,783 of its own money, in concert with a $100,000 Economic Development Administration federal grant, to build rail spurs for a new industrial subdivision located just east of Georgetown. This spur is expected to add 750 cars per year to the line.

Information for Line Retention Decision

Revenue received by PC		$18,324
Average revenue per carload	$121	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	72,211	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	5,759	
Cost incurred beyond the branch line	18,360	
Total variable (avoidable) cost		96,330
Net contribution (loss): Total		(78,006)
Average per carload	(513)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 755 crossties (an average of 124 crossties per mile).

Preliminary Recommendation

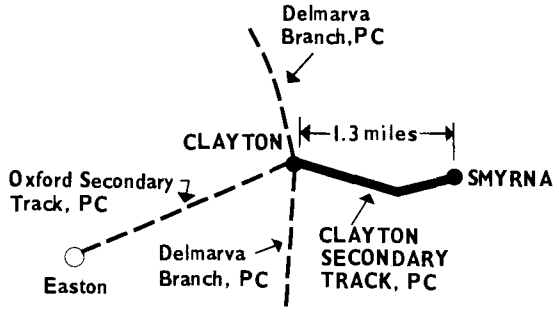
It is *not* recommended that this portion of the Rehoboth Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $78,006 or $513 per carload. Recovery of costs would require both an increase in traffic and rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone, will NOT make the line viable. During 1973, normal service to the Delmarva Peninsula was interrupted by damage to the C&D Canal bridge and by reduced float service due to the drydocking of the float. This may have had an adverse impact on the rail traffic generated in the area, but NOT substantially enough to affect the recommendation.

CLAYTON SECONDARY TRACK

USRA Line No. 162

Penn Central

The Clayton Secondary Track, formerly part of the Pennsylvania RR, extends from *Clayton* (Milepost 0.0)



to *Smyrna, Del.* (Milepost 1.3), a distance of *1.3 miles*, in Kent County, Del. At Clayton, this line connects with the PC's Delmarva Branch and Oxford Secondary Track. The latter is also under study in this Report. This line was not shown in the U.S. DOT Report (See Zone 85).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Smyrna	41
Total carloads generated by the line	41
Average carloads per week	0.8
Average carloads per mile	31.5
Average carloads per train	0.8
1973 Operating Information:	
Number of round trips per year	50
Estimated time per round trip (hours)	1.0
Locomotive horsepower	1,600
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$14,367
Average revenue per carload	$350	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	15,665	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	5,999	
Cost incurred beyond the branch line	12,507	
Total variable (avoidable) cost		33,771
Net contribution (loss): Total		(19,404)
Average per carload	(437)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 693 crossties (an average of 533 crossties per mile).

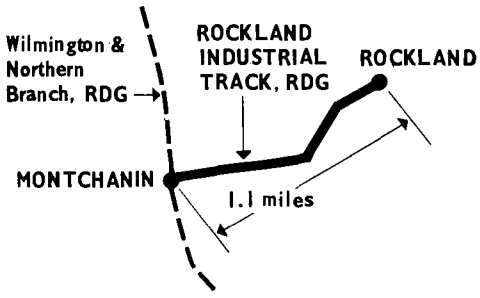
Preliminary Recommendation

It is *not* recommended that the Clayton Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $19,404 or $473 per carload. Recovery of costs would require approximately a ten-fold increase in traffic or a 135 percent rate increase over the 1973 levels. During 1973, normal service to the Delmarva Peninsula was interrupted by damage to the C&D Canal bridge and by reduced float service due to the drydocking of the float. This may have had an adverse impact on the rail traffic generated in the area, but not substantially enough to affect the recommendation.

ROCKLAND INDUSTRIAL TRACK

USRA Line No. 937

Reading



The Rockland Industrial Track, extends from *Montchanin* (Milepost 0.0), to *Rockland, Del.* (Milepost 1.1), a distance of *1.1 miles*, in New Castle County, Del. At Montchanin this line connects with the Reading's Wilmington & Northern Branch running from Wilmington, Del. to Birdsboro, Pa. A portion of this line is also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 84).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Rockland	344
Total carloads generated by the line	344
Average carloads per week	6.6
Average carloads per mile	312.7
Average carloads per train	3.3
1973 Operating Information:	
Number of round trips per year	104
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by RDG		$27,883
Average revenue per carload		$81
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	31,445	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	31,406	
Total variable (avoidable) cost		62,851
Net Contribution (loss): total		(34,968)
Average per carload		(101)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

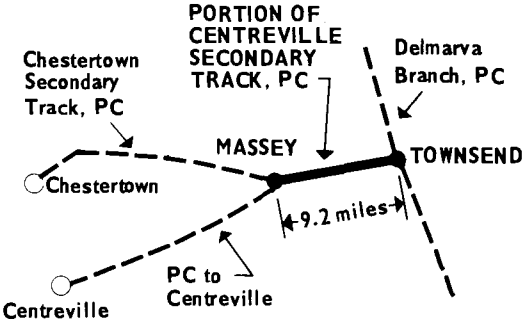
Preliminary Recommendation

It is *not* recommended that the Rockland Industrial Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $34,968 or $101 per carload. Recovery of costs would require both an increase in traffic and rate increase over the 1973 levels.

PORTION OF THE CENTREVILLE SECONDARY TRACK

USRA Line No. 147

Penn Central



This portion of the Centreville Secondary Track, formerly part of the Pennsylvania RR, extends from *Townsend, Del.* (Milepost 0.0), to *Massey, Md.* (Milepost 9.2), a distance of *9.2 miles*, in Kent County, Maryland and New Castle County, Delaware. At Massey the line continues south to Centreville and also connects with the P.C. Chestertown Secondary Track. It con-

nects with the Delmarva Branch of the Penn Central at Townsend. Both of these are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 84 and 86).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Service Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

This line does not directly serve any shippers. It is used as an overhead line to USRA line numbers 148 and 149. The preliminary recommendation for both of these lines is that they not be included in the ConRail System. Therefore, this line is not required by the ConRail System.

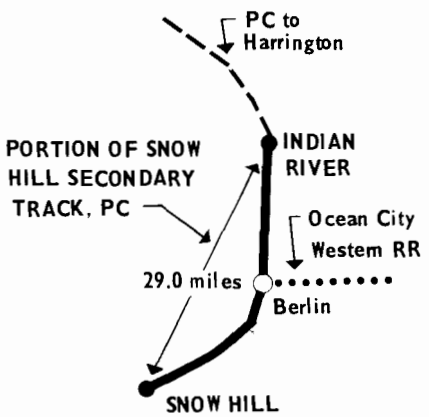
Preliminary Recommendation

It is *not* recommended that this portion of the Centreville Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy.

PORTION OF SNOW HILL SECONDARY TRACK

USRA Line No. 167

Penn Central



This portion of the Snow Hill Secondary Track, formerly part of the Pennsylvania RR, extends from *Indian River, Del.* (Milepost 12.8) to *Snow Hill, Md.* (Milepost 41.8), a distance of *29.0 miles*, in Sussex County, Del., and Worcester County, Md. At Berlin, this line connects with the Ocean City Western RR. At Indian River, the line continues north to Georgetown. This line (except for a portion at Indian River) was described as potentially excess in the U.S. DOT Report (see Zones 85 and 86).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Dagsboro	63
Frankford	187
Selbyville	70
Bishop	228
Showell	19
Berlin	543
Queponco	10
Snow Hill	1,066
Total carloads generated by the line	2,186
Average carloads per week	42.0
Average carloads per mile	73.4
Average carloads per train	8.7
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	8
Locomotive horsepower	1,600
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the increased costs associated with the switch to truck freight would force business shutdowns and unemployment. Other testimony mentioned the unavailability of trucks, the great distances involved, and the high weight and volume of goods which trucks could not handle. Testimony also indicated that the entire segment from Dagsboro to Snow Hill should be considered as one line, and then the total carloads would be 2,294 per annum.

Information for Line Retention Decision

Revenue received by PC		$1,017,656
Average revenue per carload	$466	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	356,783	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	75,618	
Cost incurred beyond the branch line	689,192	
Total variable (avoidable) cost		1,121,593
Net contribution (loss): total		(103,937)
Average per carload	(48)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 15,466 crossties (an average of 533 crossties per mile). The loss now being generated by this line can be offset by a 30-percent growth in traffic or a 10-percent rate increase, or through a combination of

the two actions. Through shipper support, the line can be made financially self-sufficient.

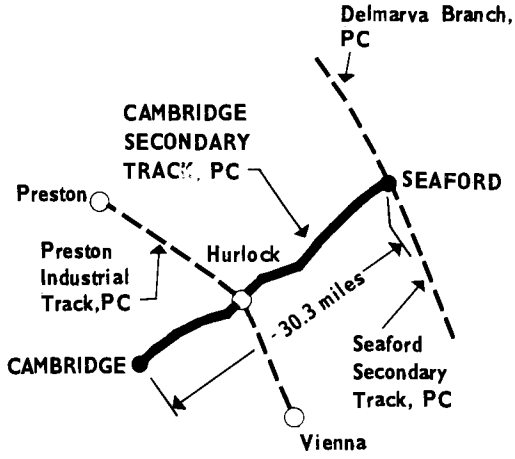
Recommendation

It is recommended that this portion of the Snow Hill Secondary Track be included in the ConRail System.

CAMBRIDGE SECONDARY TRACK

USRA Line No. 168

Penn Central



The Cambridge Secondary Track, formerly part of the Pennsylvania RR, extends from *Seaford Del.* (Milepost 1.2), to *Cambridge, Md.* (Milepost 31.5), a distance of *30.3 miles*, in Sussex County, Delaware and Dorchester County, Maryland. At Seaford, this line connects with Seaford Secondary Track and the Delmarva Branch of the PC. At Hurlock, Md. this line connects with the PC Preston Industrial Track running from Preston to Vienna. The latter line is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 85 and 86).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Oak Grove	3
Dessard	3
Federalsburg	89
Williamsburg	14
Hurlock [1]	18
East New Market	65
Linkwood	12
Cambridge	1,366
Seaford [1]	6
Total carloads generated by the line	1,576
Average carloads per week	30.3
Average carloads per mile	52.0
Average carloads per train	7.9

1973 operating information:	
Number of round trips per year	200
Estimated time per round trip (hours)	12
Locomotive horsepower	1,200
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Connelly Containers, projecting 563 carloads, is planning a $300,000 expansion of this plant at Cambridge. Connelly estimated 424 carloads in 1973 but this was a low figure due to an accident which closed the bridge crossing the Chesapeake and Delaware Canal. R. J. Reynolds estimated 241 carloads in 1973 (bridge accident) and projected 754 carloads.

At St. Louis hearings, Joseph S. Dewey, Kerr-McGee Corp. (fertilizer) estimated annual rail tonnage at 15,300 and their economic survival is dependent on rail services.

Information for Line Retention Decision

Revenue received by PC		$702,808
Average revenue per carload	$446	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	366,998	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	85,030	
Cost incurred beyond the branch line	491,246	
Total variable (avoidable) cost		943,274
Net contribution (loss): Total		(240,466)
Average per carload		(153)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 18,497 crossties (an average of 610 crossties per mile).

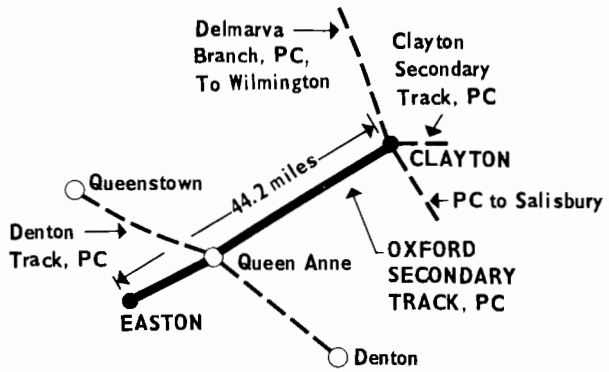
Preliminary Recommendation

Although the preliminary recommendation is that the Cambridge Secondary Track not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $240,466 or $153 per carload. Recovery of costs would require approximately a 115 percent increase in traffic or a 34 percent rate increase over the 1973 levels.

OXFORD SECONDARY TRACK

USRA Line No. 169

Penn Central



The Oxford Secondary Track, formerly part of the Pennsylvania RR, extends from *Clayton, Del.* (Milepost 0.0) to *Easton, Md.* (Milepost 44.2), a distance of *44.2 miles*, in Kent County, Delaware and Caroline, Queen Annes and Talbot Counties, Maryland. At Clayton, this line connects with the PC Delmarva Branch and the Clayton Secondary Track. At Queen Anne, the line connects with the Denton Track running from Denton to Queenstown. All of these lines except the first are also under study in this report. This line was described as potentially excess in the U.S. DOT Report (see Zones 85 and 86).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Kenton	10
Hartly	0
Marydel	82
Henderson	16
Goldsboro	9
Greensboro	23
Ridgely	87
Queen Anne	104
Cordova	43
Easton	891
Total carloads generated by the line	1,265
Average carloads per week	24.3
Average carloads per mile	28.6
Average carloads per train	5.1
1973 Operating Information:	
Number of round trips per year	250
Estimated time per round trip—hours	8.0
Locomotive horsepower	1,200
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" by Saulsbury Brothers, Inc. and Southern States Coop, Inc. indicated a belief that cessation of rail service over this line potentially could cause unemployment, retard the area's growth and cause fertilizer prices to increase.

Information for Line Retention Decision

Revenue received by PC		$621,506
Average revenue per carload	$491	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	447,103	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	125,684	
Cost incurred Beyond the branch line	441,600	
Total variable (avoidable) cost		1,014,387
Net contribution (loss): total		(392,881)
Average per carload:		(311)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 28,288 crossties (an average of 640 crossties per mile).

Preliminary Recommendation

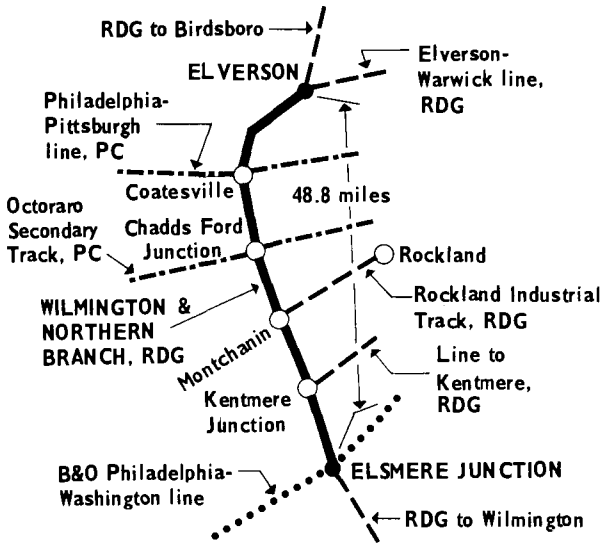
It is *not* recommended that the Oxford Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $392,881 or $311 per carload. Recovery of costs would require approximately a two-fold increase in traffic or a 60 per cent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone will NOT make the line viable. During 1973, normal service to the Delmarva Peninsula was interrupted by damage to the C&D Canal bridge and by reduced float service due to the drydocking of the float. This may have had an adverse impact on the rail traffic generated in the area, but NOT substantially enough to affect the recommendation.

PORTION OF THE WILMINGTON & NORTHERN BRANCH

USRA Line No. 907/939

Reading

This portion of the Wilmington & Northern Branch, extends from *Elsmere Junction, Del.* (Milepost 2.9), to *Elverson, Pa.* (Milepost 51.7), a distance of *48.8 miles*, in New Castle County, Delaware and Chester County, Pa. This line continues north from Elverson to Birdsboro, and south from Elsmere Junction to Wilmington.



At Elsmere Junction, this line also connects with the Baltimore & Ohio's Philadelphia-Washington line. At Kentmere Junction, this line connects with the Reading line running to Kentmere. It also connects with the Reading's Rockland Industrial Track at Montchanin. Additionally, at Chadds Ford Junction, Pa., this line intersects the PC Octoraro Secondary Track; and at Coatesville, Pa., it connects with the PC line running from Philadelphia to Pittsburgh. Still another connection is made at Elverson with the Reading line running to Warwick. The Reading lines running to Kentmere, Rockland, and Warwick as well as the PC Octoraro Secondary Track are also under study in this Report. This line, except for the portions from Elsmere Junction to Montchanin and (as corrected March 1, 1974) from Modena to Coatesville, was described as potentially excess in the U.S. DOT Report (see Zones 66 and 84).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Elverson	42
Brandamore	9
Embreeville	1
Northbrook	2
Lenape	1
Pocopson	6
Montchanin	3
Greenville	21
Kennett Road	1
Newbridge	9
Silverbrook	5
Elsmere Jct	48
Wilmington	3,414
Delaware River Pier	64
Total carloads generated by the line	3,626
Average carloads per week	69.7
Average carloads per mile	74.3
Average carloads per train	11.6
1973 operating information:	
Number of round trips per year	312
Estimated time per round trip (hours)	4.0
Locomotive horsepower	2,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicates that many shippers testified about this line particularly at Modena and Coatesville. These two stations were not included on this line segment as they will receive service from the PC line.

Information for Line Retention Decision

Revenue received by RDG		$762,498
Average revenue per carload	$211	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	610,302	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	366,934	
Total variable (avoidable) cost		977,236
Net contribution (loss): total		(214,738)
Average per carload		(60)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Lenape Forge is expanding its plant and projects over 300 carloads per year.

Preliminary Recommendation

It is *not* recommended that this portion of the Wilmington & Northern Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $214,738 or $60 per carload. Recovery of costs would require approximately a 54 percent increase in traffic or a 28 percent rate increase over the 1973 levels. It is expected that the Wilmington traffic can be handled by ConRail or Chessie.

ILLINOIS

Intrastate

PC

line number USRA	Terminals
415	Matteson to Frankfort
422	Depue Junction to Depue
434	Howe to PC Junction
434a	PC Junction to Churchill
435	Ladd Junction to Zearing (BN Trackage Rights)
570a	Lenox to East Alton
605	Danville to Paris
605a	Paris to Hutsonville
605b	Hutsonville to Robinson
606	Robinson to Mount Carmel
606a	Mount Carmel to Harrisburg
607	Harrisburg to Olmsted
607b	Harrisburg to Delta Mine
609	Paris to Decatur
610/610a	Maroa to Decatur (ICG Trackage Rights)
611	Maroa to Waynesville
611b	East Peoria to Atlanta
617	Danville to Urbana
617a	Pekin to East Peoria (P&PU Trackage Rights)
617b	Urbana to Bloomington
617c	Bloomington to Pekin
618a	Paris to Mattoon
618b	Mattoon to Hillsboro
679	East St. Louis to Hillsboro

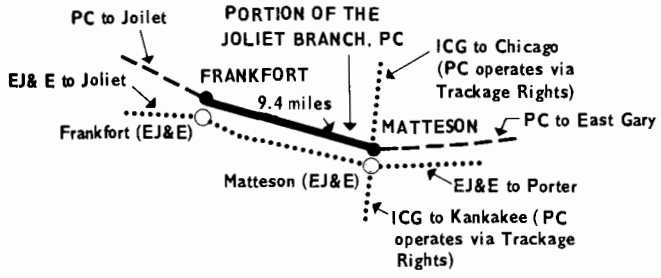
Interstate

For Illinois to Indiana interstate lines, refer to Page 431 under Indiana.

PORTION OF THE JOLIET BRANCH

USRA Line No. 415

Penn Central



This portion of the Joliet Branch, formerly part of the New York Central RR, extends from *Matteson* (Milepost 24.8) to *Frankfort, Ill.* (Milepost 34.2), a distance of *9.4 miles*, in Cook and Will Counties, Ill. A continuation of this line extends to Joliet from Frankfort. At Matteson, this line connects with the Illinois Central Gulf RR Main Line to Chicago (PC operates over this line from Kankakee via trackage rights). The PC connection (via trackage rights) and the continuations of this line are also under study in this report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 131).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Frankfort	138
Total carloads generated by the line	138
Average carloads per week	2.7
Average carloads per mile	18.7
Average carloads per train	2.8
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	6.0
Locomotive horsepower	1,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information was provided on this line at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." However, a long-range transportation plan for the Chicago metropolitan region suggests that this line of the Penn Central should be abandoned and service continued by the parallel Elgin Joliet & Eastern Ry between Joliet and Hobart. This recommendation was published by the Chicago Area Transportation Study in February 1974 and adopted as an official planning document on June 21, 1974. The plan calls for the use of the PC right-of-way as an energy corridor for pipelines and electric utility transmission lines. The plan suggests that shippers and local governments could maintain existing service at their own initiative.

Information for Line Retention Decision

Revenue received by PC	$22,924
Average revenue per carload	$166

Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	68,462	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	14,116	
Cost incurred beyond the branch line	16,544	
Total variable (avoidable) cost		99,544
Net contribution (loss): total		(76,620)
Average per carload		(555)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,300 crossties (an average of 310 crossties per mile).

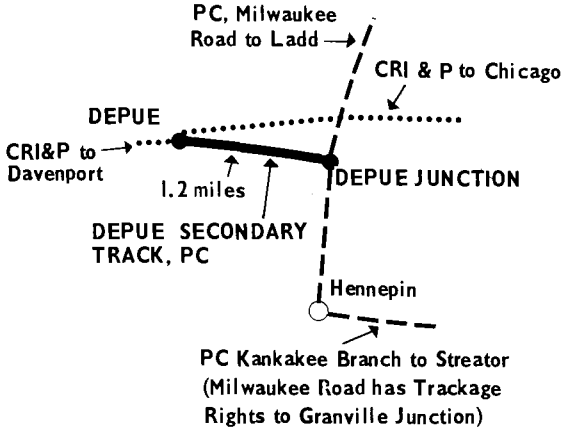
Preliminary Recommendation

It is *not* recommended that this portion of the Joliet Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $76,620 or $555 per carload. Recovery of costs would require approximately a twelvefold increase in traffic or a 330 percent rate increase over the 1973 levels.

DEPUE SECONDARY TRACK

USRA Line No. 422

Penn Central



The Depue Secondary Track, formerly part of the New York Central RR, extends from *Depue Junction* (Milepost 0.0) to *Depue, Ill.* (Milepost 1.2), a distance of *1.2 miles*, in Bureau County, Illinois. At Depue Junction, this line connects with the PC Kankakee Branch, over which the Chicago, Milwaukee, St. Paul, and Pacific has trackage rights. It also connects with the Chicago, Rock Island & Pacific at Depue. This line is used to interchange with the Chicago, Rock Island and Pacific at Depue. This line was not described as potentially excess in the U.S. DOT Report (see Zone 134).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

This line is used to interchange traffic with the Chicago, Rock Island and Pacific Railroad. This interchange can be provided at Peoria, East St. Louis, or Chicago.

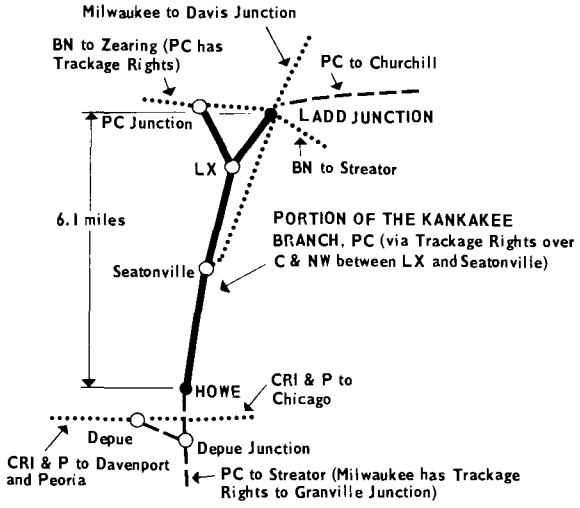
Preliminary Recommendation

It is *not* recommended that this portion of the Depue Secondary Track be included in the ConRail System.

PORTION OF THE KANKAKEE BRANCH

USRA Line No. 434

Penn Central



This portion of the Kankakee Branch, formerly part of the New York Central RR, extends from *Howe* (Milepost 188.3) to *Ladd Junction, Ill.* (Milepost 194.4), a distance of *6.1 miles*, in Bureau County, Illinois. At Howe, this line continues east to Streator. At Seatonville Junction, the Chicago, Milwaukee, St. Paul & Pacific connects. (C&NW owns the portion (M.P. 192.2 to M.P. 193.8) from Seatonville Junction to LX; PC operates via trackage rights.) At Ladd Junction, the leg of the wye to PC Junction provides a connection to the Burlington Northern with PC Trackage

rights to Zearing, the Chicago, Milwaukee, St. Paul & Pacific Line to Davis Junction and the Burlington Northern to Streator. The PC–BN Trackage Rights to Zearing and the PC Churchill Secondary Track are also under study in this Report. The Chicago, Milwaukee, St. Paul and Pacific has trackage rights over PC Seatonville Junction to Granville Junction. This line was described as potentially excess in the U.S. DOT Report (see Zone 134).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

This line is used to interchange traffic with the CMS& P&P and the C&NW also operates over this line via trackage rights. This traffic can be interchanged at Chicago.

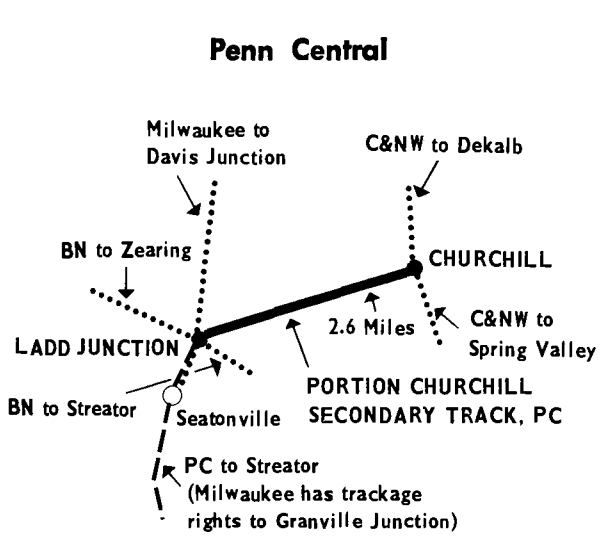
Preliminary Recommendation

It is *not* recommended that this portion of the Kankakee Branch be included in the ConRail System.

PORTION OF THE CHURCHILL SECONDARY TRACK

USRA Line No. 434a

Penn Central



This portion of the Churchill Secondary Track, formerly part of the Pennsylvania RR, extends from *Ladd Junction* (Milepost 194.3) to *Churchill, Ill.* (Milepost 196.9), a distance of *2.6 miles*, in Bureau County, Ill. A continuation of this line extends southwestward to Hennepin. This line connects with the Chicago, Milwaukee, St. Paul and Pacific Railroad to Mendota at Ladd Junction. It also connects with the Chicago and North Western line to Sycamore. A portion of this line was described as potentially excess in the U.S. DOT Report.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

This line is used to serve USRA Segment No. 435. The preliminary recommendation for Segment 435 is that it not be included in the ConRail System.

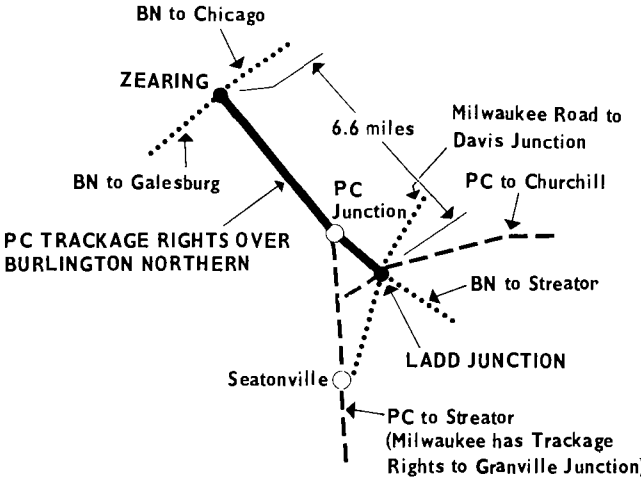
Preliminary Recommendation

It is *not* recommended that this portion of the Churchill Secondary Track be included in the ConRail System.

PC TRACKAGE RIGHTS OVER BURLINGTON NORTHERN

USRA Line No. 435

Penn Central



These PC trackage rights over the Burlington Northern extend from *Ladd Junction* (Milepost 193.8) to *Zearing, Ill.* (Milepost 200.4), a distance of *6.6 miles*, in Bureau County, Illinois. This line is owned by the Burlington Northern; PC operates over it by trackage rights. At Ladd Junction, this line connects with the

PC Kankakee Branch to Streator, and the Chicago, Milwaukee, St. Paul and Pacific to Davis Junction. At Zearing, it connects with the Burlington Northern to Chicago and Galesburg. It also connects with PC's Churchill Secondary Track at Ladd Junction, which is also under study in this Report. A portion of the PC Kankakee Branch is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 134).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

PC trackage rights over this line are used to interchange traffic with the BN. This interchange can be undertaken at East St. Louis, Peoria, Streator, or Chicago.

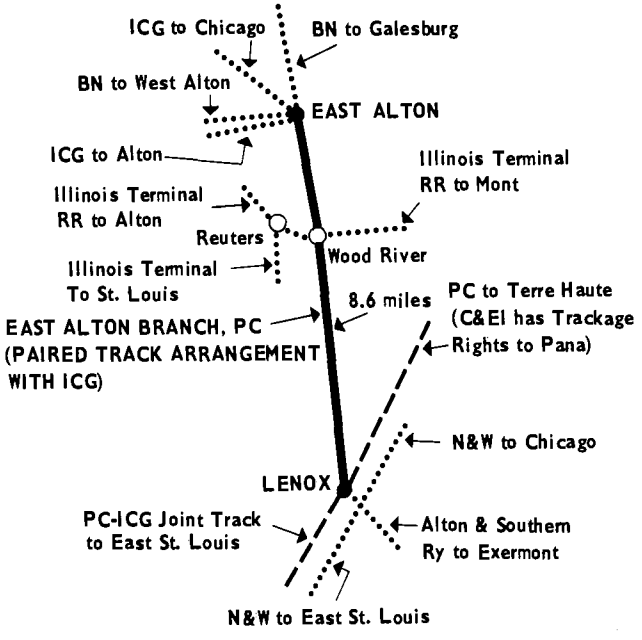
Preliminary Recommendation

It is *not* recommended that trackage rights over this portion of the BN be included in the ConRail System.

EAST ALTON BRANCH ICG RR JOINT

USRA Line No. 570a

Penn Central



The East Alton Branch, formerly part of the New York Central RR, extends from *East Alton* (Milepost 241.3) to *Lenox, Ill.* (Milepost 249.9), a distance of *8.6 miles*, in Madison County, Ill. This line of the Penn Central is operated as a paired track railroad with PC owning one of the two tracks and ICG the other. The segment is part of ICG's Chicago-St. Louis Main Line. BN also has trackage rights over the line. This line was not described as potentially excess in the U.S. DOT Report (see Zone 323).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
East Alton	794
Total carloads generated by the line	794
Average carloads per week	15.3
Average carloads per mile	92.3
Average carloads per train	2.6
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	10
Locomotive horsepower	1,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report".

Information for Line Retention Decision

Revenue received by PC		$449,399
Average revenue per carload	$566	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	226,162	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	186,714	
Total variable (avoidable) cost		412,876
Net contribution (loss): total		36,523
Average per carload	46	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.).

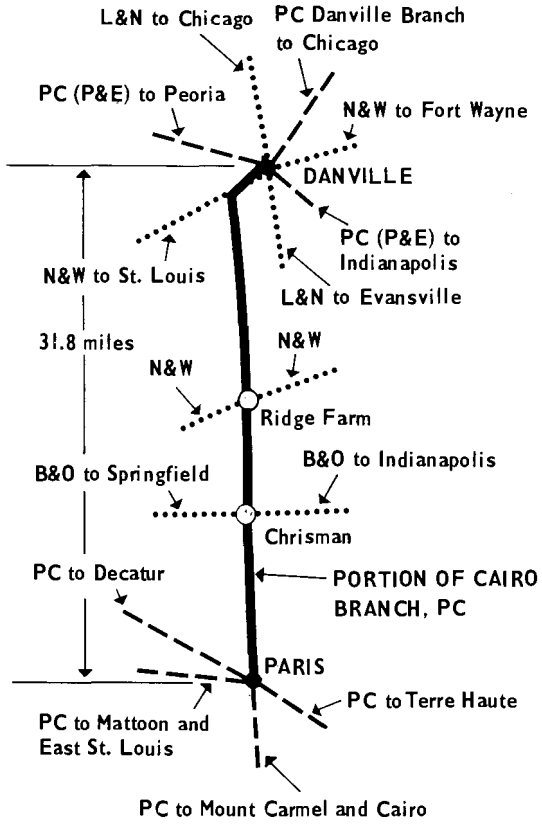
Recommendation

It is recommended that the East Alton Branch be included in the ConRail System.

PORTION OF THE CAIRO BRANCH

USRA Line No. 605

Penn Central



This portion of the Cairo Branch, formerly part of the New York Central RR, extends from *Danville* (Milepost 5.3), to *Paris, Ill.* (Milepost 37.1), a distance of *31.8* miles, in Vermilion and Edgar Counties, Illinois. At Danville, this line connects with a Norfolk & Western Main Line, the Louisville & Nashville to Chicago and Evansville, and the Peoria & Eastern line of the PC, the Norfolk & Western Ry at Ridge Farm, the Baltimore & Ohio RR at Chrisman, and the PC Peoria Secondary Track as well as the PC line from Lenox to Davis at Paris. At Paris, it continues south to Cairo. The continuations from Danville to Chicago and Paris to Cairo, the PC Peoria & Eastern line, and the PC Lenox to Davis line are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 139 and 141).

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Lauhoff Grain Co. averages 4,000 carloads per year in and out of Danville via PC. It was also reported that a new duPont plan may open on this line, but no location was given in the testimony. Illinois Power Co. has a power station at Vermilion Grove which would be left without direct rail service if this line were abandoned. This plant does not receive coal by rail, but does require the use of rail for replacement of its 155-ton turbine generators.

Information for Line Retention Decision

This line is required for through freight service, therefore local rail service will be provided to all shippers located on the line.

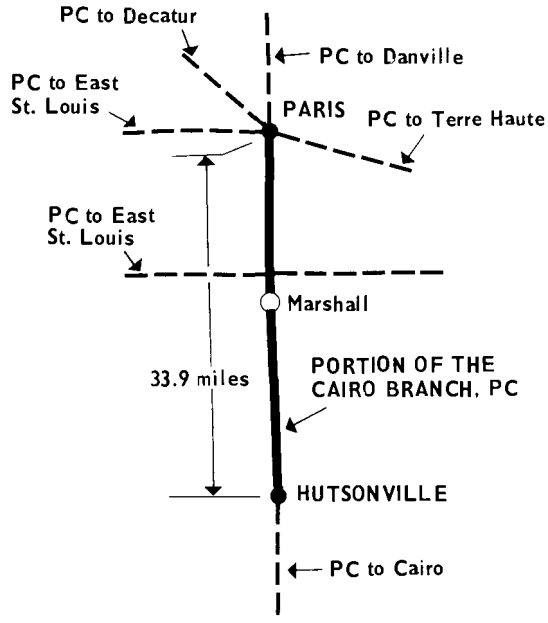
Recommendation

It is recommended that this portion of the Cairo Branch be included in the ConRail System.

PORTION OF THE CAIRO BRANCH

USRA Line No. 605a

Penn Central



This portion of the Cairo Branch, formerly part of the New York Central RR, extends from *Paris* (Milepost 37.1) to *Hutsonville, Ill.*, (Milepost 71.0), a distance of *33.9 miles*, in Edgar, Clark, and Crawford Counties, Ill. At Paris, the line continues north to Danville and Indiana Harbor, Ind., and at Hutsonville the line continues south to Cairo. Also at Paris, the line connects with the PC Peoria Secondary Track and the PC Lenox-to-Davis line to East St. Louis and Terre Haute. The two connecting lines, the PC Lenox-to-Davis line, and the PC Peoria Secondary Track are also under study in this Report. This line was described

as potentially excess in the U.S. DOT Report (see Zone 139).

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Illinois Cereal Mills, Inc. of Paris was particularly concerned with the effect that abandonment of this line would have on the city of Paris. Frank B. Tatara, Traffic Manager for Illinois Cereal Mills, noted that all lines leading into Paris have been designated potentially excess except for a line from Paris southeast to Farrington. His firm generated 10,196 carloads in 1973. Additionally, he reported that his firm would be forced to cease operations if the DOT Report recommendations were implemented.

An evaluation of coal reserves by USRA staff indicates that this line is currently used as a high volume through-route for coal shipments.

Further testimony by Clark Service Co. of Marshall indicated that they would have shipped 100 carloads in 1973 had they been available.

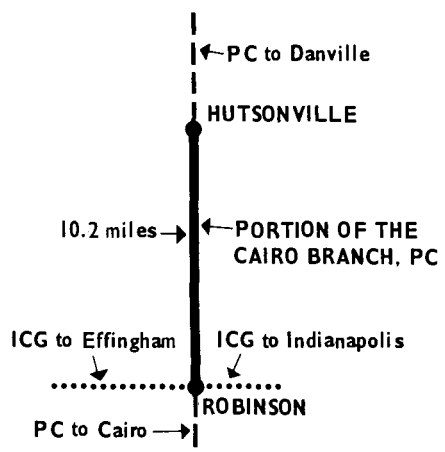
Preliminary Recommendation

It is *not* recommended that this portion of the Cairo Branch be included in the ConRail System. ConRail will utilize this line only if Southern Illinois coal traffic cannot be rerouted.

PORTION OF THE CAIRO BRANCH

USRA Line No. 605b

Penn Central



This portion of the Cairo Branch, formerly part of the New York Central RR, extends from *Hutsonville* (Milepost 71.0) to *Robinson, Ill.* (Milepost 81.2), a distance of *10.2 miles*, in Crawford County, Ill. At Hutsonville, the line continues north to Danville and at Robinson, south to Cairo. A connection is made with the Illinois Central Gulf at Robinson. Both continuations are also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 141).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Hutsonville	2,143
Trimble	11
Robinson [1]	45
Total carloads generated by the line	2,199
Average carloads per week	42.3
Average carloads per mile	215.6
Average carloads per train	7.3
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	1.5
Locomotive horsepower	4,000
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicates that Central Electric Public Service Company's plant at Hutsonville receives over 2,600 carloads per year.

Information for Line Retention Decision

Revenue received by PC		$368,801
Average revenue per carload	$168	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	133,755	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	11,229	
Cost incurred beyond the branch line	286,660	
Total variable (avoidable) cost		431,714
Net contribution (loss): total		(62,913)
Average per carload	(29)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,175 crossties (an average of 115 crossties per mile).

This line needs major rehabilitation, beyond the estimates shown above.

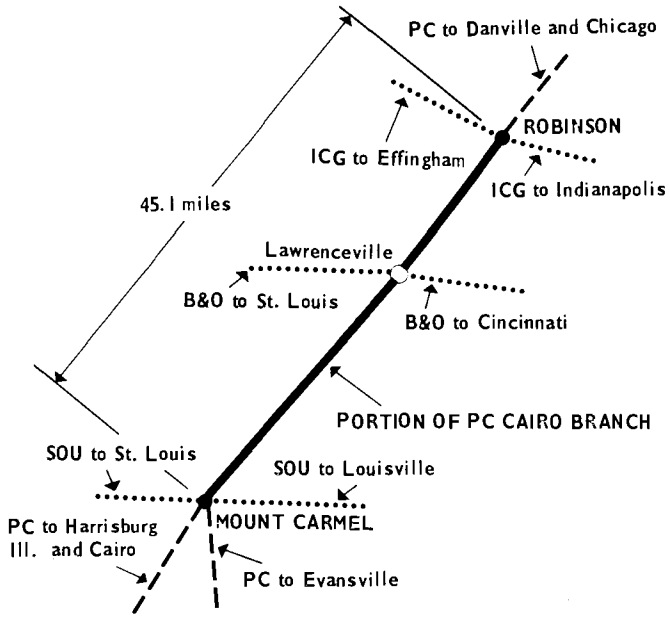
Preliminary Recommendation

It is *not* recommended that this portion of the Cairo Branch be included in the ConRail System. The line will be utilized for through movements only if alternative routes using parallel carriers cannot be arranged.

PORTION OF CAIRO BRANCH

USRA Line No. 606

Penn Central



This portion of the Cairo Branch, formerly part of the New York Central RR, extends from *Robinson* (Milepost 81.2) to *Mount Carmel, Ill.* (Milepost 126.3), a distance of *45.1 miles*, in Crawford, Lawrence, and Wabash Counties, Ill. At Robinson, this line continues north to Danville and, at Mount Carmel, south to Cairo. Other connections are: the Illinois Central Gulf RR at Robinson; the Baltimore-Ohio RR at Lawrenceville; the Southern Railway at Mount Carmel, and the PC Evansville Secondary Track at Mount Carmel. The continuations of this line as well as the PC Evansville Secondary Track are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 141).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Robinson [1]	1,493
Flat Rock	111
Pinkstaff	16
Lawrenceville	275
Allendale	39
Mt. Carmel [1]	566
Total carloads generated by the line	2,500
Average carloads per week	48.1
Average carloads per mile	55.4
Average carloads per train	8.3
1973 Operating Information:	
Number of round trips per year	300
Estimated time per round trip (hours)	5.5
Locomotive horsepower	4,000
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Pacific Press & Shear of Mt. Carmel ships about 2,700 tons of steel plate and 1,200 tons of heavy machinery per year. They would be willing to abandon this segment provided the company or the Southern Railway (the plant is located within 1500 feet of the junction of the PC and Southern tracks) would obtain possession of the land and tracks owned by PC between the plant and the Southern tracks. In addition, the company demanded a guaranteed service agreement with Southern.

The Amoco Oil Co. also of Mt. Carmel depends upon rail service for shipments of inbound goods. Should this service be curtailed, the firm would be forced to relocate.

Testimony by William R. Imel, General Chairman, U.T.U. General Committee of Adjustment, stated that this line serves coal mines in southern Indiana and Illinois.

E. W. Pearson, President of the Pacific Press & Shear Company, in a letter to the Interstate Commerce Commission (forwarded to USRA) conveyed much the same information reported at the RSPO hearings. He also indicated that much of his inbound and outbound shipments can be transported via rail only necessitating continued service.

Information for Line Retention Decision

Revenue received by PC		$726,760
Average revenue per carload	$291	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	471,305	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	44,448	
Cost incurred beyond the branch line	282,172	
Total variable (avoidable) cost		797,925
Net contribution (loss): total		(71,165)
Average per carload	(28)	

The line requires major rehabilitation. Through traffic will be rerouted if possible and this segment will be isolated. To minimize this proposed service loss, alternate routings for coal destined to the power plant at Robinson will be explored.

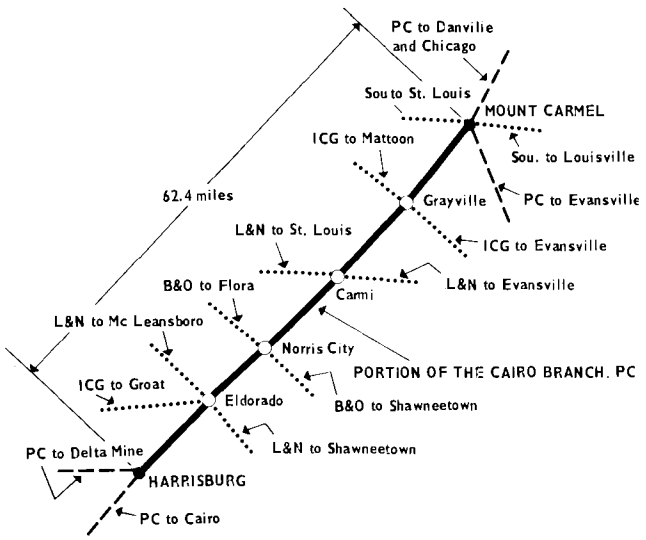
Recommendation

It is *not* recommended that this portion of the Cairo Branch be included in the ConRail System.

PORTION OF THE CAIRO BRANCH

USRA Line No. 606a

Penn Central



This portion of the Cairo Branch extends from *Mount Carmel* (Milepost 126.3), to *Harrisburg, Ill.* Milepost 188.7), a distance of *62.4 miles*, in Wabash, Edwards, White, Gallatin, and Saline Counties, Ill. At Mount Carmel, this line continues north to Danville, and at Harrisburg, south to Cairo. In addition, the line connects with the Southern Ry. St. Louis-Louisville Line at Mount Carmel, the Illinois Central Gulf to Mattoon and Evansville at Grayville, the Lousville & Nashville at Carmi and Eldorado, the Baltimore & Ohio Shawneetown Branch at Norris City, the PC Saline Valley Branch at Harrisburg, and the PC Evansville Secondary Track at Mt. Carmel. Another connection is also made with the Illinois Central Gulf at Eldorado. The line's continuations at Mount Carmel and Harrisburg are also under study in this Report as is the PC Saline Valley Branch and Evansville Secondary Track. This line (except for the portion from Eldorado) was described as potentially excess in the U.S. DOT Report (see Zones 141 and 146).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Keensburg	67
Grayville	129
Crossville	66
Carmi	147
Norris City	1
Eldorado	1,745
Mt. Carmel [1]	135
Total carloads generated by the line	2,290
Average carloads per week	44.0
Average carloads per mile	36.7
Average carloads per train	7.6
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	12
Locomotive horsepower	4,000
Train crew size	4

[1] Includes only traffic on this segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Harry Eggert, Sales Manager of Sahara Coal Co., stated that his firm has three bituminous coal mines at Harrisburg. The coal is destined for points north of Harrisburg. He noted that the Illinois Central Gulf would still serve his mine if PC service were curtailed, but he pointed out that the ICG does not have a sufficient amount of open-top hopper cars to satisfy his firm's needs. Consequently, the firm may be forced to cut back production resulting in employee layoffs.

Additional testimony provided by the Peabody Coal Co. indicated that if service were curtailed the firm would be unable to supply the Central Illinois Public Service Co. facility, at Hutsonville.

Additionally, Sugar Creek Produce in Harrisburg reported shipment of 40 carloads in 1973 and Lemont Fertilizer Co. of Crossville shipped 850 carloads in 1973.

An evaluation of coal reserves by USRA staff indicates that this line is currently used as a high volume through-route for coal shipments.

Information for Line Retention Decision

Revenue received by PC		$458,607
Average revenue per carload	$200	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	737,601	
Cost of upgrading branch line to FRA Class I: 1/10 of total upgrading cost)	62,688	
Cost incurred beyond the branch line	297,552	
Total variable (avoidable) cost		1,097,841
Net contribution (loss): total		(639,234)
Average per carload	(279)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 5,600 crossties (an average of 90 crossties per mile).

There are major coal reserves on the south end of this segment. The line, however, requires major rehabilitation and therefore efforts will be made to reroute traffic.

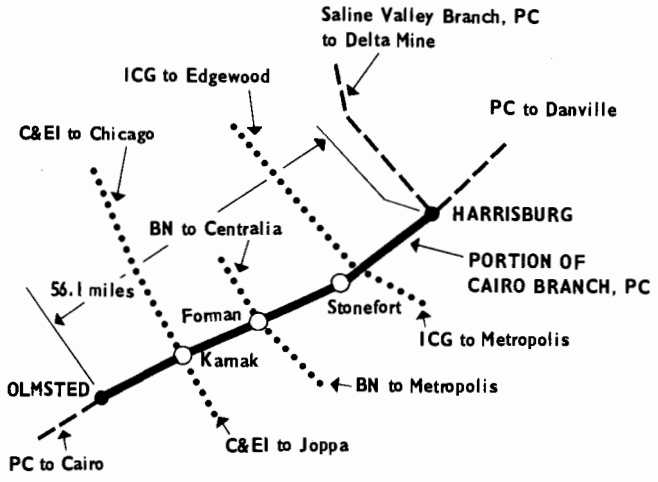
Preliminary Recommendation

It is *not* recommended that this portion of the Cairo Branch be included in the ConRail System *except* between Mt. Carmel and Eldorado. ConRail should operate this segment as a through segment only if unable to reroute through coal traffic.

PORTION OF THE CAIRO BRANCH

USRA Line No. 607

Penn Central



This portion of the Cairo Branch, formerly part of the New York Central RR, extends from *Harrisburg* (Milepost 188.7) to *Olmsted, Ill.* (Milepost 244.8), a distance of *56.1 miles*, in Saline, Williamson, Johnson, Massac, and Pulaski Counties, Ill. At Harrisburg, this line continues north to Danville, and at Olmsted, south to Cairo. The line also connects with the PC Saline Valley Branch at Harrisburg, the Illinois Central Gulf to Edgewood just north of Stonefort, the Burlington Northern at Forman; and the Chicago-Eastern Illinois RR at Karnak. The continuations at Harrisburg and Olmsted, and the PC Saline Valley Branch are also under study in this Report. This line except for the portion from Harrisburg to Stonefort was described as potentially excess in the U.S. DOT Report (see Zone 146).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Ledford	398
Stonefort	7,518
New Burnside	16
Tunnel Hill	2
Vienna	30
Belknap	6
Karnak	4
Grand Chain	8
Harrisburg[1]	83
Total carloads generated by the line	8,065
Average carloads per week	155.1
Average carloads per mile	143.8
Average carloads per train	80.7
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	9.0
Locomotive horsepower	4,000
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that The Electric Energy Corporation expressed strong opposition to the abandonment of this line. They have been supplying 50 percent of the electric energy used in gaseous diffusion by the Atomic Energy Commission.

Information for Line Retention Decision

Revenue received by PC		$1,532,224
Average revenue per carload	$190	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	654,866	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	47,620	
Cost incurred beyond the branch line	985,111	
Total variable (avoidable) cost		1,660,997
Net contribution (loss): Total		(128,773)
Average per carload	(15)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 4,960 crossties (an average of 88 crossties per mile).

Although service to the entire line generates a loss, a 105-percent growth in traffic or an 8-percent rate increase would make this portion of the line financially self sufficient.

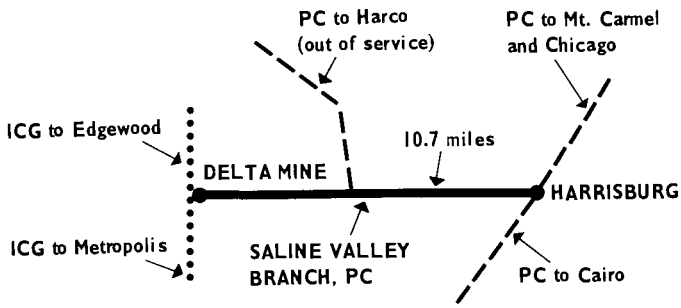
Recommendation

It is recommended that this portion of the Cairo Branch be included in the ConRail System. Because of the poor condition of much of the track from Paris, Ill. south, trackage rights for the alternative movement of through traffic will be explored.

SALINE VALLEY BRANCH

USRA Line No. 607b

Penn Central



The Saline Valley Branch, formerly part of the New York Central RR, extends from *Harrisburg* (Milepost 0.0), to *Delta Mine, Ill.* (Milepost 10.7), a distance of *10.7 miles*, in Saline County, Illinois. At Harrisburg, this line connects with the PC's Cairo Branch, which is also under study in this Report. It connects midway with PC's Harco Branch which has not been used for a number of years other than for car storage. It, too, is under study in this Report. Delta Mine is also served by Illinois Central Gulf. This line was not described as potentially excess in the U.S. DOT Report (see Zone 146).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Delta Mine	1
Harrisburg [1]	19,248
Total carloads generated by the line	19,249
Average carloads per week	370.2
Average carloads per mile	1,815.8
Average carloads per train	38.5
1973 operating information:	
Number of round trips per year	500
Estimated time per round trip (hours)	4.0
Locomotive horsepower	4,000
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report".

Information for Line Retention Decision

Revenue received by PC		$3,822,730
Average revenue per carload	$199	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	446,444	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	15,743	
Cost incurred beyond the branch line	2,351,356	
Total variable (avoidable) cost		2,813,543
Net contribution (loss): total		1,009,187
Average per carload	52	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,200 crossties (an average of 206 crossties per mile).

An evaluation of coal reserves by USRA staff indicates that there are active loading facilities on this line and traffic is expected to increase.

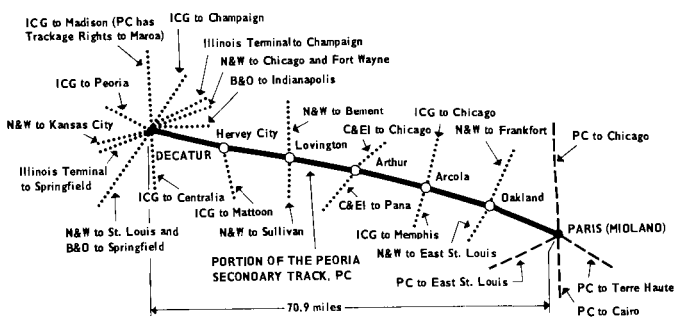
Recommendation

It is recommended that the Saline Valley Branch be included in the ConRail System. Because of the poor condition of much of the track from Paris, Ill. south, trackage rights for the alternative movement of through traffic will be explored.

PORTION OF PEORIA SECONDARY TRACK

USRA Line No. 609

Penn Central



This portion of the Peoria Secondary Track, formerly part of the Pennsylvania RR, extends from *Paris* (Milepost 21.3) to *Decatur, Ill.* (Milepost 92.2), a distance of *70.9 miles*, in Edgar, Coles, Douglas, Moultrie, and Macon Counties, Illinois. At Decatur, this line continues to Peoria. Connections are: at Paris, the Cairo Branch and the Lenox-to-Davis Line, both PC, the Norfolk & Western Ry's Frankfort-St. Louis line at Oakland, the Illinois Central Gulf to Chicago and Cairo at Arcola, the C&EI to Chicago and Chaffee, the Norfolk & Western to Bement and Sullivan at Lovington, the Chicago & Eastern Illinois at Arthur, and the Illinois Central Gulf to Mattoon at Hervey City. From Hervey City to Maroa, the PC operates via trackage rights over the Illinois Central Gulf. Additionally, at Decatur, this line connects with the Norfolk & Western to Chicago, Ft. Wayne and St. Louis; Illinois Central Gulf lines to Freeport, Urbana and Centralia and Lincoln, the Baltimore & Ohio to Springfield and Indianapolis and the Illinois Terminal RR and the Norfolk & Western to Springfield. The PC Cairo Branch, the PC Lenox-to-Davis line and the continuation at Decatur are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 141 and 142).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Redmon	13
Borton	26
Oakland	63
Mindsboro	74
Kemp	80
Filson	1
Arcola	1
Chesterville	1
Arthur	166
Fairbanks	47
Lovington	294
Lake City	172
Prairie Hall	148
Mount Zion	0
Turpin	1
Total carloads generated by the line	1,087
Average carloads per week	20.9
Average carloads per mile	15.3
Average carloads per train	4.4
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	8.5
Locomotive horsepower	1,750
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Farmers Cooperative Grain Company shipped 113 carloads of corn in 1972 and 157 carloads in 1973. In 1974, the company expected to ship 180 carloads. The Haplace Cooperative Grain Company ships 526 carloads of grain and beans per year over this line. Additionally, the Moultrie Grain Association generated 286 carloads in 1973, and the firms projected 1974 shipments totaled 450 carloads. Testimony submitted by Frank B. Tatera, Traffic Manager, Illinois Cereal Mills, Inc. (this firm received the equivalent of 604 carloads from stations on this line in 1973) recommends a review of all lines in and out of Paris.

Information for Line Retention Decision

Revenue received by PC		$243,028
Average revenue per carload	$224	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	609,848	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	91,360	
Cost incurred beyond the branch line	126,699	
Total variable (avoidable) cost		827,907
Net contribution (loss): Total		(584,879)
Average per carload	(538)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 12,000 crossties (an average of 189 crossties per mile).

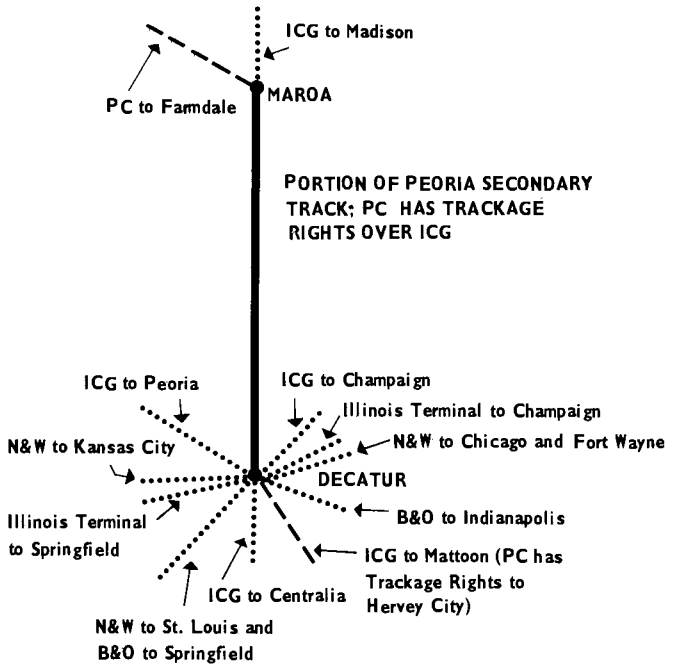
Preliminary Recommendation

It is *not* recommended that this portion of the Peoria Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $584,879 or $538 per carload. Recovery of costs would require approximately a five-fold increase in traffic or a 240 percent rate increase over the 1973 levels. It is expected that all present PC traffic at Decatur (5,155 in 1973) will be handled by other carriers.

PORTION OF PEORIA SECONDARY TRACK

USRA Line No. 610/610a

Penn Central



PC trackage rights over this portion of the ICG extends from *Decatur* (Milepost 95.5), to *Maroa, Ill.* (Milepost 107.5), a distance of *12.0 miles*, in Macon County, Ill. At Decatur the line continues southeast to Paris and, at Maroa, the line continues northwest to Peoria. This section of track is owned by the Illinois Central Gulf and PC operates via trackage rights. From Maroa, the Illinois Central Gulf continues to Freeport. Also at Decatur the line connects with the Norfolk & Western to St. Louis, Chicago and Fort Wayne; the Illinois Central Gulf lines to Freeport, Urbana, Centralia and Lincoln; the Baltimore & Ohio to Springfield and Indianapolis; the Illinois Terminal RR; and the Norfolk & Western to Springfield. The northwest PC line from Maroa is also under study in this report. Abandonment application filed by Illinois Central Gulf, January 16, 1973, Docket No. AB–5, Sub. 156; with USRA, Docket No. 75–61, for most of the line. This line, from Decatur to just north of Corsyth, was described as potentially excess in the U.S. DOT Report (see Zone 142).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

These trackage rights over the ICG are used to serve USRA Segment No. 611. The preliminary recommendation for Segment 611 is that it not be included in the ConRail System.

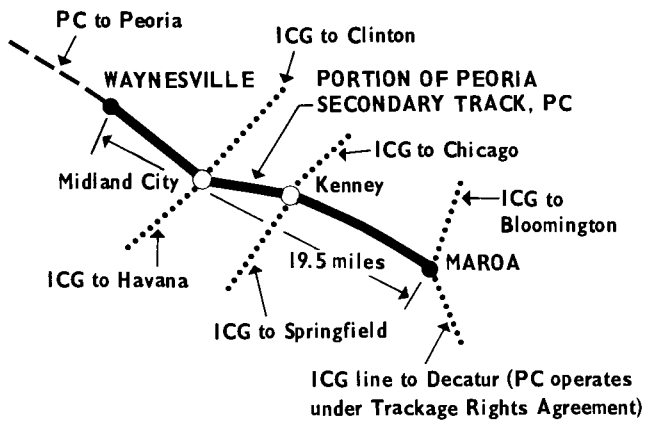
Preliminary Recommendation

It is *not* recommended that the trackage rights over this portion of the ICG be included in the ConRail System.

PORTION OF PEORIA SECONDARY TRACK

USRA Line No. 611

Penn Central



This portion of the Peoria Secondary Track, formerly part of the Pennsylvania RR, extends from *Mœroa* (Milepost 107.5), to *Waynesville, Ill* (Milepost 127.0), a distance of *19.5 miles*, in Macon and Dewitt Counties, Illinois. At Maroa, the line continues southeast to Paris, and at Waynesville it continues northwest to Peoria. This line connects with Illinois Central Gulf lines at Kenney and Midland City. The portion beyond Maroa is owned by the Illinois Central Gulf: PC operates under a trackage rights agreement. The continuations are also under study in this Report. An abandonment application was filed before the Interstate Commerce Commission Docket No. AB–5 Sub. 156, and with USRA, Docket No. 75–61. This line was described as potentially excess in the U.S. DOT Report (see Zones 142 and 143).

Traffic and Operating Information

Stations (with their 1973 caloads) served by this line:

Maroa	15
Rowell	1
Kenney	3
Midland City	16

Tabor	356
Waynesville	183
Total carloads generated by the line	574
Average carloads per week	11.0
Average carloads per mile	29.4
Average carloads per train	3.8
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	10
Locomotive horsepower	1,750
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Dewitt County Cooperative Grain Company which generates 1,165 carloads annually from Waynesville and Tabor would suffer from curtailment of service over this line.

Information for Line Retention Decision

Revenue received by PC		$124,945
Average revenue per carload	$218	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	211,973	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	46,447	
Cost incurred beyond the branch line	60,568	
Total variable (avoidable) cost		318,988
Net contribution (loss) total		(194,043)
Average per carload		(338)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 9,736 crossties (an average of 499 crossties per mile).

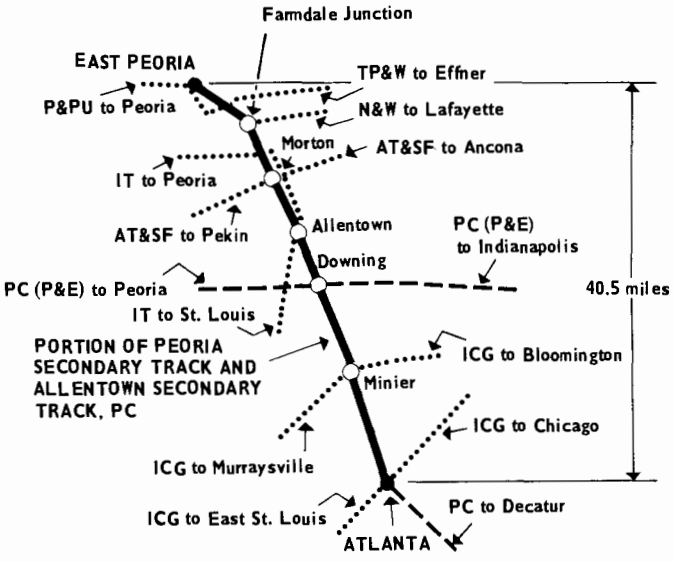
Preliminary Recommendation

It is *not* recommended that this portion of the Peoria Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $194,043 or $338 per carload. Recovery of costs would require approximately a three-fold increase in traffic or a 155 percent rate increase over the 1973 levels.

PORTION OF PEORIA SECONDARY TRACK AND ALLENTOWN SECONDARY TRACK

Penn Central

USRA Line No. 611b



This portion of the Peoria Secondary Track and the entire Allentown Secondary Track, formerly part of the Pennsylvania RR, extends from *Atlanta* (Milepost 131.6) to *East Peoria, Ill.* (Milepost 172.1), a distance of *40.5 miles*, in Logan, Tazewell, and Peoria Counties, Ill. At Atlanta this line continues southeast to Paris, and it also connects to the Illinois Central Gulf line to Chicago. Other connections include: The Illinois Central Gulf to Chicago at Minier, the PC Peoria & Eastern to Peoria at Downing, the Illinois Terminal to Peoria at Allentown, the Santa Fe to Chicago at Morton, the Norfolk & Western and the Toledo Peoria & Western (both to Peoria) at Farmdale, and the Peoria & Pekin Union at East Peoria. The PC Peoria & Eastern line, as well as the continued portion from Atlanta, are also under study in this Report. Furthermore, the Illinois Terminal maintains the line from Milepost 162.5 to 167.8 and from Milepost 167.8 to 172.1. PC operates via trackage rights granted by the Norfolk & Western between Farmdale Jct. and P. & P.U. Jct. PC has filed for abandonment (1–16–73 Docket No. AB–5–156) of their trackage rights on this portion of the line owned by the Norfolk & Western. This line was described as potentially excess in the U.S. DOT Report (see Zones 137 and 143).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Mt. Joy	1
Armington	74

Hittle	0
Minier	0
Tazewell	17
Morton	556
Total carloads generated by the line	648
Average carloads per week	12.5
Average carloads per mile	2.1
Average carloads per train	5.4
1973 operating information:	
Number of round trips per year	120
Estimated time per round trip (hours)	12
Locomotive horsepower	1,750
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No information was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$113,738
Average revenue per carload	$176	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	284,929	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	75,464	
Cost incurred beyond the branch line	56,134	
Total variable (avoidable) cost		416,527
Net contribution (loss): Total		(302,789)
Average per carload	(467)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 15,429 crossties (an average of 499 crossties per mile).

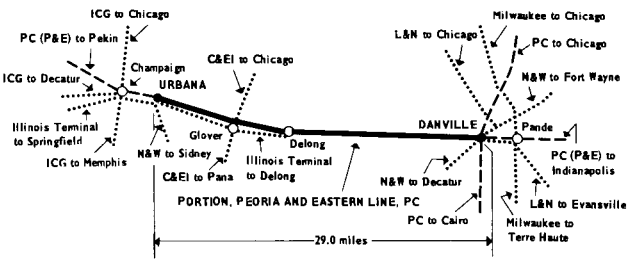
Preliminary Recommendation

It is *not* recommended that the Peoria Secondary Track and the Allentown Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $302,789 or $467 per carload. Recovery of costs would require approximately a five-fold increase in traffic or a 265 per cent rate increase over the 1973 levels.

PORTION OF PEORIA AND EASTERN LINE

Penn Central

USRA Line No. 617



This portion of the Peoria & Eastern line, formerly part of the New York Central RR, extends from *Danville* (Milepost 86.0) to *Urbana, Ill.* (Milepost 115.0), a distance of *29.0 miles*, in Vermilion and Champaign counties, Illinois. A continuation of this line extends westward from Urbana to Champaign and Bloomington and eastward from Danville to Indianapolis. This line connects with an N&W Branch at Urbana, the C&EI Railroad at Glover and PC to Cairo and Chicago, the L&N Chicago-Evansville line and the N&W Fort Wayne-St. Louis line, all at Danville. The Milwaukee Road also serves Danville, as does a branch of the Chicago & Eastern Illinois. The Illinois Terminal RR parallels this line from near Glover to Urbana. All connecting PC lines are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 139 and 140).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Danville[1]	3,500
Hillery	3
Oakwood	1
Munice	9
Fithian	0
Ogden	27
Glover	0
St. Joseph	21
Mayview	0
Total carloads generated by the line	3,561
Average carloads per week	68.5
Average carloads per mile	122.8
Average carloads per train	11.9
1973 Operating Information:	
Number of round trips per year	300
Estimated time per round trip (hours)	10
Locomotive horsepower	2,000
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Webb Lumber and Wilson-Richter, Inc. both ship on this line from Ogden. The former firm stated that shipping costs would substantially increase if they are forced to switch to another mode of transportation. The results of this increase may force the firm to close causing 27 people to lose their jobs. The latter firm, which ships fertilizer, reportedly will go out of business if rail service is curtailed.

Testimony by William R. Imel, General Chairman, U.T.U. General Committee of Adjustment, indicates that the Anderson Elevator, located in the Champaign-Urbana area shipped over 150 100-car unit trains of grain over this line in 1973. His group is opposed to abandonment because of the economic chaos that would result and the retardation of any potential industrial expansion.

Information for Line Retention Decision

Revenue received by PC		$1,131,968
Average revenue per carload	$318	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	415,625	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	688,321	
Total variable (avoidable) cost		1,103,946
Net contribution (loss): total		28,022
Average per carload	8	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.).

Recommendation

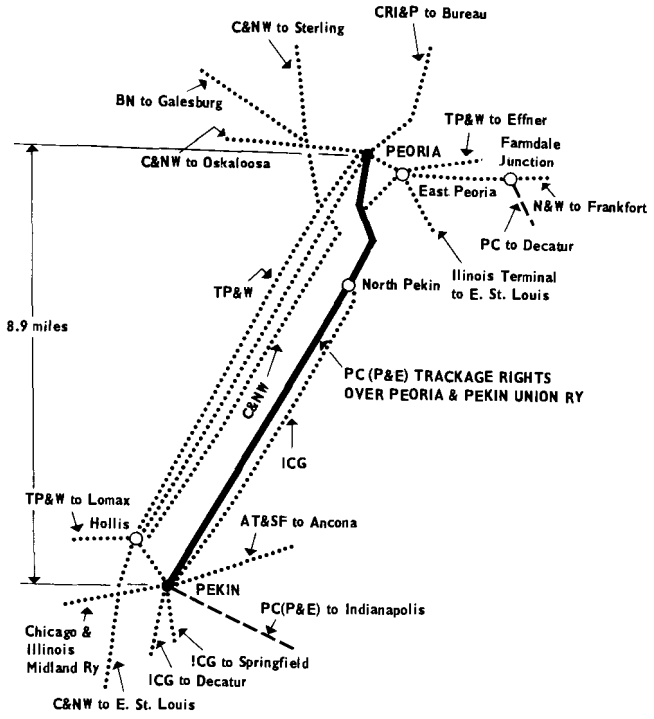
It is recommended that this portion of the Peoria & Eastern be included in the ConRail System.

TRACKAGE RIGHTS ON PEORIA & PEKIN UNION

USRA Line No. 617a

Penn Central

The P&E has trackage rights on the Peoria & Pekin Union, between *Pekin* (Milepost 0.0), to *E. Peoria, Ill.*



(Milepost 8.9), a distance of *8.9 miles*, in Tazewell and Peoria Counties, Illinois. PC operates over this line via trackage rights. At Pekin, this line connects with the PC Peoria-Eastern line to Danville, the Chicago & Illinois Midland to Springfield; the Illinois Central Gulf to Springfield and Decatur; the Atchison Topeka & Santa Fe to Chicago, and the Peoria Terminal Railway. In addition, this line connects with the Illinois Terminal to Lincoln; the Toledo Peoria & Western to Watseka and the Norfolk & Western to Bloomington (upon which the PC's Peoria Secondary Track is extended to Peoria via trackage rights) at East Peoria. The PC Peoria and Eastern line and the PC Peoria Secondary Track are also under study in this Report. Additionally, at Peoria, the line connects with a number of railroads. This line was not described as potentially excess in the U.S. DOT Report (see Zone 137).

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" recognized Peoria as a major gateway and should PC service be curtailed, other railroads will continue to serve the area.

Information for Line Retention Decision

These trackage rights over the P&PU are used to serve USRA Segment No. 617c. The preliminary recom-

mendation for Segment 617c is that it be included in the Con Rail System. Therefore, these trackage rights would be required.

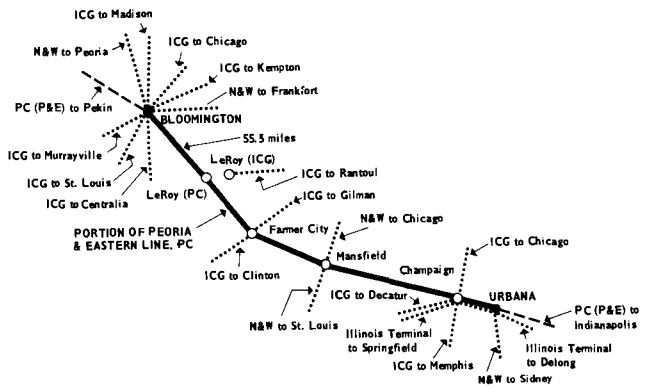
Recommendation

It is recommended that trackage rights over this portion of the P&PU be included in the ConRail System.

PORTION OF PEORIA & EASTERN LINE

USRA Line No. 617b

Penn Central



This portion of the Peoria & Eastern Line, formerly part of the New York Central RR, extends from *Urbana* (Milepost 115.0) to *Bloomington, Ill.* (Milepost 170.5), a distance of *55.5 miles*, in McLean, DeWitt, Platt and Champaign Counties, Ill. A continuation of this line extends westward from Bloomington to Peoria and eastward from Urbana to Danville, both of which are under study in this Report. At Bloomington this line connects with the N&W to Peoria, the ICG to Freeport and the ICG to Chicago. This line also connects with the ICG Main Line at LeRoy, the ICG to Chicago at Farmer City and with the N&W Line to Chicago at Mansfield. At Urbana, this line also connects with the ICG & Decatur-Chicago line and the N&W Main Line. This line was described as potentially excess in the US DOT Report (see Zones 140, 141, 143 and 138).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Urbana	489
Champaign	5,466
Rising	28
Mahomet	62
Mansfield	33
Harris	154
Farmer City	1,066
Watkins	33
Empire	2
LeRoy	27
Gillum	0
Bloomington	1,349
Downs	5
Total carloads generated by the line	8,714
Average carloads per week	167.6
Average carloads per mile	157.0
Average carloads per train	31.1
1973 operating information:	
Number of round trips per year	280
Estimated time per round trip (hours)	12
Locomotive horsepower	2,000
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Champaign County Regional Planning Council recommended that the P&E be included in ConRail. The Supervisor of Mahomet Township testified that the 11 carloads of grain shipped from Mahomet in 1973 could have been 330 if the cars had been available. Tabro & Company generated 121 carloads in 1973 and expected to generate 96 carloads in 1974.

Information for Line Retention Decision

Revenue received by PC		$3,975,144
Average revenue per carload	$456	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	779,102	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	3,090,527	
Total variable (avoidable) cost		3,869,629
Net contribution (loss): total		105,515
Average per carload	12	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track has a maximum safe operating speed of 10 m.p.h.).

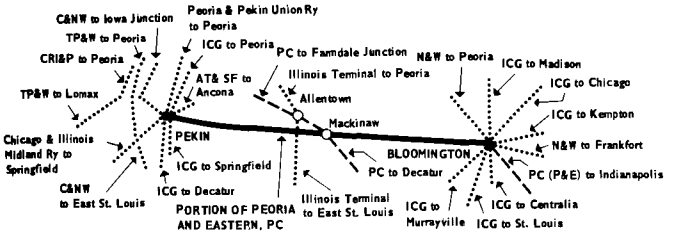
Recommendation

It is recommended that this portion of the Peoria & Eastern Line be included in the ConRail System.

PORTION OF PEORIA & EASTERN LINE

USRA Line No. 617c

Penn Central



This portion of the Peoria & Eastern Line, formerly part of the New York Central RR, extends from *Bloomington* (Milepost 170.5), to *Pekin, Ill.* (Milepost 201.0), a distance of *30.5 miles*, in Tazewell and McLean Counties, Ill. A continuation of this line extends eastward from Bloomington to Danville which is also under study in this Report. The line connects with the Peoria & Pekin Union Ry. to Peoria, the Illinois Terminal RR to Peoria and the AT&SF to Chicago at Pekin. At Pekin this line also connects with the Chicago & Illinois Midland Ry. to Springfield and the ICG to Springfield and Decatur. This line also connects the N&W and the ICG to Freeport and Chicago at Bloomington.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Denver	18
Deere	0
Coston	0
Twin Grove	0
Lilly	0
Mackinaw	1
Tremont	81
Pekin	3,252
Total carloads generated by the line	3,352
Average carloads per week	64.5
Average carloads per mile	109.9
Average carloads per train	64.5
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	6
Locomotive horsepower	6,000
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that this line is needed as a gateway, and as an alternate route to Chicago.

The Tageswell Service Co. estimated 43 carloads in 1973 and projects 100 carloads by 1983.

Information for Line Retention Decision

Revenue received by PC		$2,060,008
Average revenue per carload	$615	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	366,122	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	1,322,173	
Total variable (avoidable) cost		1,688,295
Net contribution (loss): total		371,713
Average per carload	111	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

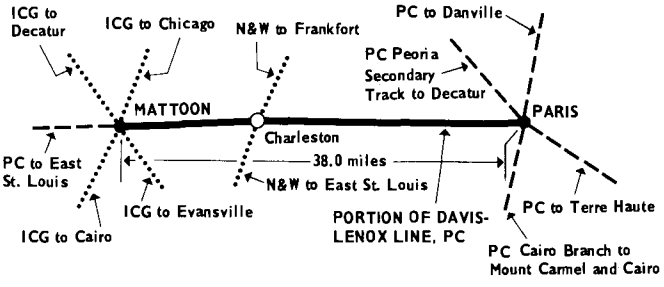
Recommendation

It is recommended that this portion of the Peoria & Eastern Line be included in the ConRail System.

PORTION OF THE DAVIS TO LENOX LINE

USRA Line No. 618a

Penn Central



This portion of the Davis to Lenox Line, formerly part of the New York Central RR, extends from *Paris* (Milepost 89.0), to *Mattoon, Ill.* (Milepost 127.0), a distance of *38.0 miles*, in Edgar and Coles Counties, Illinois. Continuations of this line, which extend eastward from Paris to Terre Haute and westward from Mattoon to East St. Louis are also under study in this Report. Connections include: the PC Peoria Secondary Track and the PC Cairo Branch at Paris; the Norfolk & Western Main Line from Frankfort to East St. Louis at Charleston and the Illinois Central Gulf lines to Decatur, Chicago, Cairo and Evansville at Mattoon. Both of the PC lines are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 141).

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Moore Business Forms of Charleston shipped 133 carloads of paper products in 1973. Moore's shipping costs would escalate $118,570 per year if this line was abandoned. Charles Kirchner & Sons generated 30 carloads of lumber in 1972 at Kansas, Illinois. They had 77 carloads in 1973 and were projecting 200 carloads in the future. The Ashmore Grain Co. was projecting 200. to 250 carloads in future years.

USRA has received correspondence from the Charleston Area Chamber of Commerce in December stating that USRA has ignored the voices of industry and agriculture which were raised at the Hearings in early 1974. The Chamber's letter listed those firms along the Penn Central line which are dependant on rail service. The letter asserted that the jobs of 2,100 people are dependent on continued rail service. The letter stated that local industry and agriculture should not be forced to bear the cost of government-sanctioned penalties for bad management of the railroads.

Information for Line Retention Decision

This line is required for through freight service, therefore local rail service will be provided to all shippers located on the line.

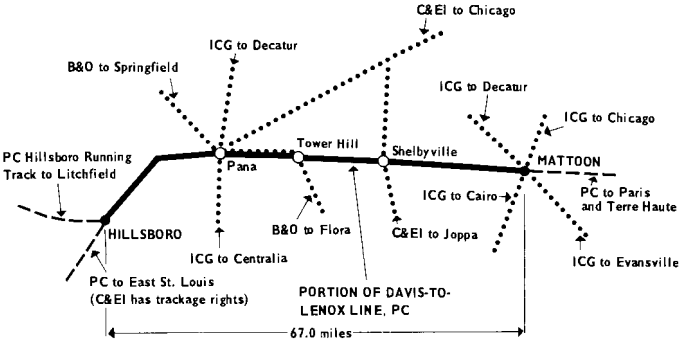
Recommendation

It is recommended that this portion of the Davis to Lenox line be included in the ConRail System.

PORTION OF THE DAVIS TO LENOX LINE

USRA Line No. 618b

Penn Central



This portion of the Davis to Lenox Line, formerly part of the New York Central RR, extends from *Mattoon* (Milepost 127.0), to *Hillsboro, Ill.* (Milepost 194.0) a distance of *67.0 miles*, in Coles, Moultrie, Shelby, Christian, and Montgomery Counties, Illinois. Continuations of this line extend eastward from Mattoon to Terre Haute and westward from Hillsboro to East St. Louis, which are also under study in this Report. Connections are: the Illinois Central Gulf lines to Chicago, to Decatur, Cairo and Evansville at Mattoon; the Chicago & Eastern Illinois RR to Chicago and Joppa at Shelbyville; the Baltimore & Ohio to Springfield and Flora at Tower Hill and Pana; the Illinois Central Gulf to Decatur and Centralia and the Chicago & Eastern Illinois to Chicago at Pana; and the PC Hillsboro Running Track at Hillsboro. The PC Hillsboro Running Track is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 141 and 145.)

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Massey-Ferguson of Shelbyville uses this line because it has no siding on the C & EI. The firm projects 16 to 21 cars. Crest Container Corp. has recently invested $34,000 in a new siding at Shelbyville after being assured by PC that the line would not be abandoned. Crest Container Corp. projected 2,000 cars of new business per year. Continental Can Co. has already invested $4 million in a new $10 million facility at Shelbyville. Continental Can expects to generate 2,300 carloads in their first year. Neal-Cooper Grain Co. shipped 175 carloads at Windsor in 1972, and 308 carloads in 1973. USRA has received correspondence from Mr. Bob James of Inland Supply Co., who registered his statement as being totally opposed to this abandonment even though his firm ships very little of their material by rail.

Information for Line Retention Decision

This line is required for through freight service, therefore local rail service will be provided to all shippers located on the line.

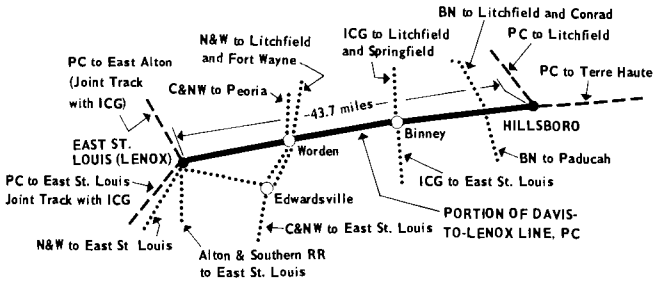
Recommendation

It is recommended that this portion of the Davis to Lenox be included in the ConRail System.

PORTION OF THE DAVIS-TO-LENOX LINE

USRA Line No. 679

Penn Central



This portion of the Davis-to-Lenox Line, formerly part of the New York Central RR, extends from *Hillsboro* (Milepost 194.0) to *E. St. Louis, Ill.* (Milepost 237.7), a distance of *43.7 miles*, in Montgomery, Madison and St. Clair Counties, Illinois. At Hillsboro, this line continues east to Terre Haute and it also connects with the PC Hillsboro Running Track. It crosses the Burlington Northern to Paducah approximately seven miles southeast of Hillsboro; the Norfolk & Western Main Line to East St. Louis and the Chicago and Northwestern to East St. Louis cross at Worden; connections at Lenox include PC's East Alton Branch (joint with ICG). The PC Hillsboro Running Track is also under study. This line was described as potentially excess in the U.S. DOT Report. (See Zones 145 and 323).

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that National Steel was concerned that this route be kept open for the movement of hot rolled coil steel from its Granite Steel plant to its Midwest Steel Division plant at Portage, Indiana.

Information for Line Retention Decision

This line is required for through freight service, therefore local rail service will be provided to all shippers located on the line.

Recommendation

It is recommended that this portion of the Davis-to-Lenox Line be included in the ConRail System.

INDIANA

Intrastate

PC

USRA line number	Terminals
399	Goshen to Shipshewana
414	Hartsdale to East Gary
417/417a	Auburn Junction to Waterloo
418	Kendallville to State Line
419	North Manchester to Mexico
420	North Manchester to Columbia City
423	Logansport to Culver
428	Adams to Decatur
429	Decatur to Ridgeville
521	New Castle to Richmond
522	New Castle to Anderson
523	Anderson to Elwood
524	Elwood to Kokomo
556	Richmond to Lynn
557	Lynn to Ridgeville
565	Ben Davis to Greencastle
566	Greencastle to Brazil
566a	Brazil to Terre Haute
571	Cedar Grove to Brookville
573	Beeson to Connersville
574/574a	Lebanon to Brant
575	Lebanon to Lafayette
576	Lafayette to Templeton (N&W Trackage Rights)
577	Templeton to Sheff
578	Emporia to Knightstown
579a	Knightstown to Carthage
582	Columbus to Flat Rock
584	Fenns to Shelbyville
585/586/587	Shelbyville to North Rushville
588a	Madison Secondary Track at Columbus
589	North Vernon to North Madison
590	North Madison to Madison
591	Cory to Worthington
593	Martinsville to Rincon Junction
593a	Rincon Junction to Thomas
593b	Thomas to Buckskin
594/594a	Buckskin to Evansville
595	Buckskin to Lynnville
596	Duff Junction to Washington
597	Rincon to Sandborn
598	Sandborn to Bicknell
602	Waveland to Crawfordsville
619	Franklin to Columbus
621	Jeffersonville to Watson
621b	Jeffersonville to New Albany
622/623	Lebanon to Fisherburg
630	Effner to Kenneth
633	Richmond to Indianapolis
634	Lebanon to Clermont
689a	North Judson to Hartsdale
700	Columbia City Secondary Track at North Manchester

Interstate

PC

Indiana to Illinois

577a	Sheff, Ind. to Kankakee, Ill.
604	Highlands, Ind. to Danville, Ill.
612	Skelton, Ind. to Mt. Carmel, Ill.
616	Clermont, Ind. to Danville, Ill.
618	Terre Haute, Ind. to Paris, Ill.

Indiana to Ohio

520a	Richmond, Ind. to Eaton, Ohio.
554	Hunter, Ind. to Glen Karn, Ohio
571a	Valley Junction, Ind. to Cedar Grove, Ohio.
638	Richmond, Ind. to New Paris, Ohio

Indiana to Michigan

401	South of Angola, Ind. to Montgomery, Mich.
467	Michigan City, Ind. to Buchanan, Mich.
637	South Bend, Ind. to Niles, Mich.

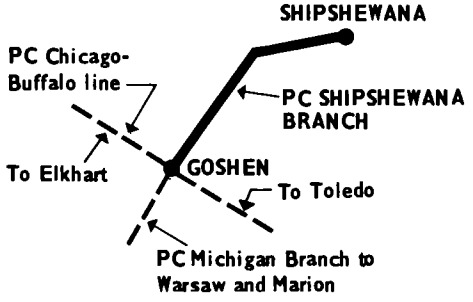
Indiana to Kentucky

620/620a/620b	Columbus, Ind. to Louisville, Ky.

SHIPSHEWANA BRANCH

USRA Line No. 399

Penn Central



The Shipshewana Branch, formerly part of the New York Central RR, extends from *Goshen* (Milepost 0.2), to *Shipshewana, Ind.* (Milepost 16.7) a distance of *16.5 miles*, in Elkhart and LaGrange Counties, Indiana. This line connects at Goshen with the Penn Central's

Chicago-Buffalo line and with the PC Michigan Branch to Warsaw and Marion. Penn Central has filed a petition to abandon this line, ICC Docket No. AB–5 Sub. 197. This line was described as potentially excess in the U.S. DOT Report (see Zone 115).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:		
Middleburg	178	
Shipshewana	275	
Goshen [1]	25	
Total carloads generated by the line		478
Average carloads per week		9.2
Average carloads per mile		28.6
Average carloads per train		9.6
1973 operating information:		
Number of round trips per year		50
Estimated time per round trip (hours)		7.0
Locomotive horsepower		1,500
Train crew size		5

[1] Includes only shippers on this segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that local citizens tried to buy this line in 1967, but were discouraged when PC raised the price. Indiana and Michigan Electric Co. stated that they need this line in order to move 49 and 39 ton turbine rotors and a 100 ton generator rotor into its Mishawaka plant. Apparently, no coal is used at this facility. Coachmen Industries and Middleburg Moldings both stated their need for rail service. The Governor's Rail Task Force in Indiana stated that this line has an estimated $45,237 profit from $109,106 of branch revenues in 1973. The Task Force estimated rehabilitation costs for this line at $370,000. If the line were abandoned, 30 jobs were estimated to be lost with a wage impact of $255,000. The Task Force stated that 1,453 cars were generated at Goshen, 181 at Middleburg, and 275 at Shipshewana.

Information for Line Retention Decision

Revenue received by PC		$115,240
Average revenue per carload	$241	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	155,781	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	30,371	
Cost incurred beyond the branch line	50,026	
Total variable (avoidable) cost		236,178
Net contribution (loss): total		(120,938)
Average per carload		(253)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 5,200 crossties (an average of 311 crossties per mile).

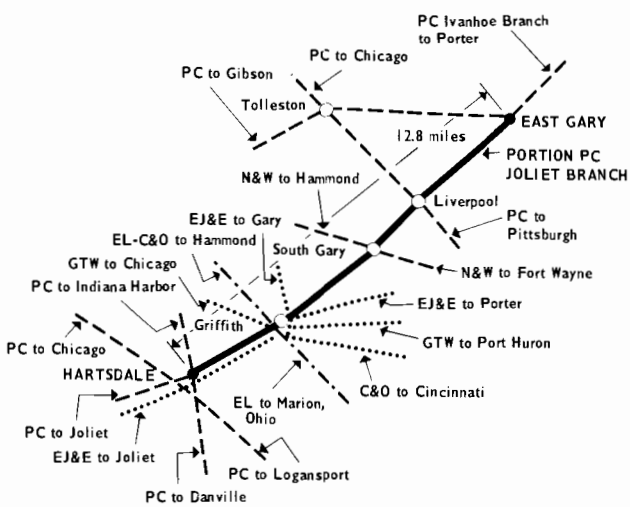
Preliminary Recommendation

It is *not* recommended that the Shipshewana Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $120,938 or $253 per carload. Recovery of costs would require approximately a two-fold increase in traffic or a 105 percent rate increase over the 1973 levels.

PORTION OF JOLIET BRANCH

USRA Line No. 414

Penn Central



This portion of the Joliet Branch, formerly part of the New York Central RR, extends from *East Gary* (Milepost 0.0) to *Hartsdale, Ind.* (Milepost 12.8), a distance of *12.8 miles*, in Lake County, Indiana. This line continues beyond Hartsdale to Chicago Heights, Matteson and Joliet. At East Gary, it connects with the Penn Central Ivanhoe Branch at Liverpool with PC's line to Pittsburgh and at South Gary with the N&W main line to Fort Wayne. At Griffith the lines of the EL, C&O and GTW cross, as do two Elgin, Joliet and Eastern lines which converge and parallel this line through Hartsdale. At Hartsdale, Penn Central's lines to

Logansport and Danville cross, the latter also being under study in this Report. This line was not described as potentially excess in the U. S. DOT Report (see Zone 130).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Liverpool	3
Ross	8
South Gary	12
Griffith	11
East Gary [1]	180
Gary [1]	2
Total carloads generated by the line	216
Average carloads per week	4.2
Average carloads per mile	16.9
Average carloads per train	4.2
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	3.0
Locomotive horsepower	1,500
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." The Governor's Rail Task Force recommended abandonment of this line.

Information for Line Retention Decision

Revenue received by PC		$39,624
Average revenue per carload	$183	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	98,566	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	24,084	
Total variable (cost avoidable)		122,650
Net contribution (loss): total		(83,026)
Average per carload	(384)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Although service to the entire line generates a loss, service to the line from Milepost 0.0 to Milepost 0.6 (serving some shippers at Gary and East Gary who generated 182 carloads in 1973) would generate $30,637 in revenue and $33,693 in costs with a resulting loss of only $3,056 or $17 per carload. A 30 percent growth in traffic or a 10 percent rate increase would make this portion of the line financially self sufficient.

Recommendation

It is recommended that this portion of the Joliet Branch *from Milepost 0.0 to Milepost 0.6* be included in the ConRail System.

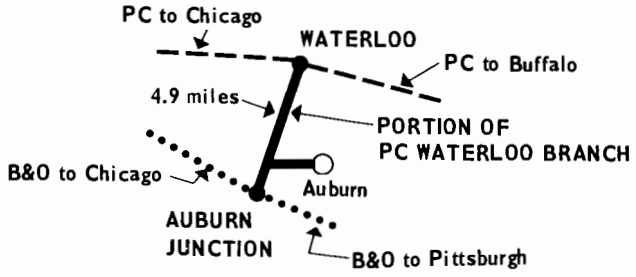
Preliminary Recommendation

It is *not* recommended that this portion of the Joliet Branch *from Milepost 0.6 to 12.8* be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $79,970 or $2,352 per carload. Recovery of costs would require approximately a 16-fold increase in traffic or an 890 percent rate increase over the 1973 levels.

PORTION OF WATERLOO BRANCH

USRA Line No. 417/417a

Penn Central



This portion of the Waterloo Branch, formerly part of the New York Central RR, extends from *Auburn Junction* (Milepost 20.1) to *Waterloo, Ind.* (Milepost 25.0), a distance of *4.9 miles*, in De Kalb County, Indiana. This line has two parts; the Waterloo-Auburn Junction link connecting the PC's Chicago-Buffalo line to the B&O Chicago-Pittsburgh line and the smaller line from Auburn Junction to Auburn. This line was not shown in the U.S. DOT Report (see Zone 115).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Auburn [1]	269
Auburn Junction	1
Total carloads generated by the line	270
Average carloads per week	5.2
Average carloads per mile	49.1
Average carloads per train	3.6

1973 operating information:

Number of round trips per year	75
Estimated time per round trip (hours)	5
Locomotive horsepower	1,500
Train crew size	4

[1] Includes only shippers on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Cooper Tire and Rubber Company reported that Cooper Industrial Products, Inc. would face increased production costs if it lost rail service. The impact that this additional cost would have on Cooper's competitive position would be quite serious. Auburn Foundry, Inc. stated that it would be impossible to receive inbound shipments of bentonite clay, lignite, and coke and heat resistant linings via motor carriers. Total estimated shipments in 1973 totaled 884 carloads and firms anticipate increased rail use in the future.

The Governor's Rail Task Force reported that PC received $61,395 in gross freight revenues from the line, paid $18,785 in branch costs hence their estimated profit was $42,610. The Task Force also estimated the rehabilitation costs which totaled $67,639. Additionally, they noted the loss of 15 jobs should service be curtailed. The Task Force recommends inclusion of this line into the Final System Plan.

Information for Line Retention Decision

Revenue received by PC		$54,873
Average revenue per carload	$203	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	69,666	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	12,327	
Cost incurred beyond the branch line	35,896	
Total variable (avoidable) cost		117,889
Net contribution (loss): total		(63,016)
Average per carload	(233)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 1974 crossties (an average of 359 crossties per mile).

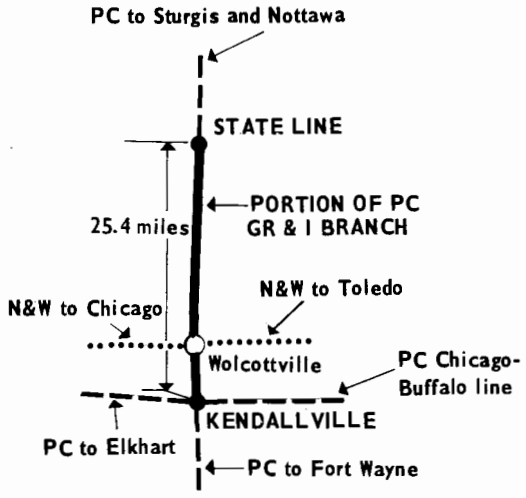
Preliminary Recommendation

It is *not* recommended that this portion of the Waterloo Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $63,016 or $233 per carload. Recovery of costs would require approximately a threefold increase in traffic or a 115 percent rate increase over the 1973 levels.

PORTION OF GR&I BRANCH

USRA Line No. 418

Penn Central



This portion of the GR&I Branch, formerly part of the Pennsylvania RR, extends from *Kendallville* (Milepost 121.0) to *the Michigan State line* (Milepost 146.4), a distance of *25.4 miles*, in Noble and LaGrange Counties, Indiana. This line is part of the Penn Central's GR&I Branch which continues south to Fort Wayne and north to Nottawa. At Kendallville, the PC's Elkhart-Toledo line crosses and at Wolcottville, the Norfolk and Western Ry. connects with this line. Penn Central has filed petitions to abandon this line: ICC Docket No. AB–5, Sub. 1&2, USRA Docket No. 75–58. This line was described as potentially excess in the U.S. DOT Report (see Zone 115).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Wolcottville	34
LaGrange	342
Howe	57
Total carloads generated by the line	433
Average carloads per week	8.3
Average carloads per mile	17.1
Average carloads per train	1.7
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	8.0
Locomotive horsepower	1,000
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that a majority of the shippers submitting testimony are located at either Kendallville, Ind., or Sturgis, Michigan. Firms located between Kendallville and the State line are found in Wolcottville, LaGrange, and Howe. The Wolcottville Grain Co. stated that they generated 40 carloads in 1973. Six firms from the LaGrange area submitted data. Duo-therm showed 365 carloads of air conditioning and auto heating parts in 1972, and 271 carloads in 1973. LaGrange Farm Bureau, Home Grain, Lampbright Hatchery and Ohio Table Pool generated a total of 98 cars in 1973. The Reith Reilly Construction Co. projected 500 carloads, but did not specify when this business would begin. Service at Wolcottville is provided also by the N&W. The Brighton Mushroom Co. and Northern Cashway Lumber of Howe collectively generated 56 carloads in 1973.

The State of Indiana in its report: *USRA SEGMENTS IN INDIANA: State Analysis and Recommendations* reached a conclusion that this line in its entirety between Kendallville and the State line was profitable by $510 per mile or $13,269 (total segment). Estimated rehabilitation costs were estimated to be $550,000. Indiana credited this branch with 1,607 total cars at Kendallville, 0 at Wolcottville, 343 at LaGrange, and 58 at Howe. Letters objecting to the 304(f) abandonment preceedings concentrated on disruption of business at LaGrange, Indiana.

Information for Line Retention Decision

Revenue received by PC		$105,842
Average revenue per carload	$244	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	290,757	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	43,530	
Cost incurred beyond the branch line	61,969	
Total variable (avoidable) cost		396,256
Net contribution (loss) total		(290,414)
Average per carload	(671)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I Track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 6,500 crossties (an average of 256 crossties per mile).

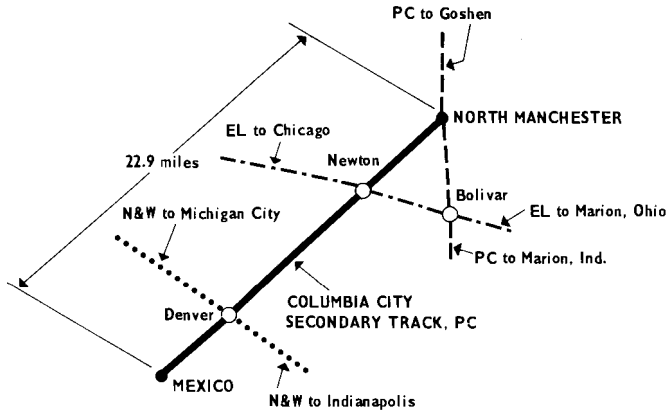
Preliminary Recommendation

It is *not* recommended that this portion of the GR&I Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $290.414 or $671 per carload. Recovery of costs would require approximately a sevenfold increase in traffic or a 275 percent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone will *not* make the line viable.

COLUMBIA CITY SECONDARY TRACK

USRA Line No. 419

Penn Central



The Columbia City Secondary Track, formerly part of the Pennsylvania RR, extends from *Mexico* (Milepost 14.3) to *North Manchester, Ind.* (Milepost 37.2), a distance of *22.9 miles*, in Miami and Wabash Counties, Ind. This line connects at North Manchester with PC's Michigan Branch. At Newton, it connects with the Erie Lackawanna line from Chicago to Hoboken. The Norfolk & Western Railroad's Michigan City-Indianapolis Line connects with this line at Denver. Penn Central has filed a petition to abandon this line (ICC Docket No. AB–5, Sub. 24; USRA Docket No. 75–49). This line was described as potentially excess in the U.S. DOT Report (see Zone 117).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Roann	52
Chili	7
Denver	7
Mexico	89
Total carloads generated by the line	155

Average carloads per week	3.0
Average carloads per mile	6.8
Average carloads per train	1.6
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	6.0
Locomotive horsepower	1,000
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office, as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" by the Mexico Elevator Company indicated that it generated 119 carloads of grain in 1973, that trucks could not handle the volume of grain that must be shipped and that, even if trucks were available, the increased costs of shipping the grain would be $36,000 annually. The report prepared by the Governor's Task Force, State of Indiana indicated that the line lost $6,954 in 1973 and requires rehabilitation costing $546,720.

Information for Line Retention Decision

Revenue received by PC		$76,990
Average revenue per carload	$497	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	186,672	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	53,208	
Cost incurred beyond the branch line	52,590	
Total variable (avoidable) cost		292,470
Net contribution (loss): total		(215,480)
Average per carload		(1,390)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 9,900 crossties (an average of 432 crossties per mile).

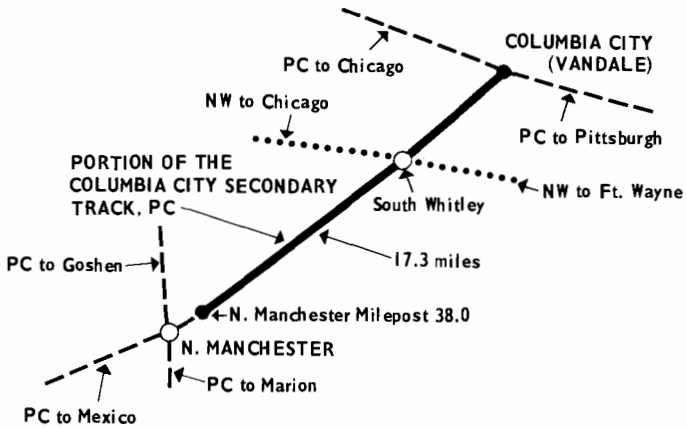
Preliminary Recommendation

It is *not* recommended that the Columbia City Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $215,480 or $1,390 per carload. Recovery of costs would require approximately a ninefold increase in traffic or a 280 percent rate increase over the 1973 levels.

COLUMBIA CITY SECONDARY TRACK

USRA Line No. 420

Penn Central



This portion of the Columbia City Secondary Track, formerly part of the Pennsylvania RR, extends from *Columbia City* (Vandale) (Milepost 55.3) to *North Manchester, Ind.* (Milepost 38.0), a distance of *17.3 miles*, in Whitley, Kosciusko and Wabash Counties, Indiana. A continuation of this line extends from N. Manchester to Mexico, which segment is also under study in this Report. At Columbia City, this line connects with the PC's Chicago-Pittsburgh line and at N. Manchester with the PC's Anderson-Goshen Line. This line was described as potentially excess in the U.S. DOT Report (see Zones 115 and 117).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled, "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

The ICC approved this line for abandonment on April 12, 1973 (Docket No. AB–5 Sub. No. 25). It has been kept in service to handle traffic generated on USRA segment No. 419.

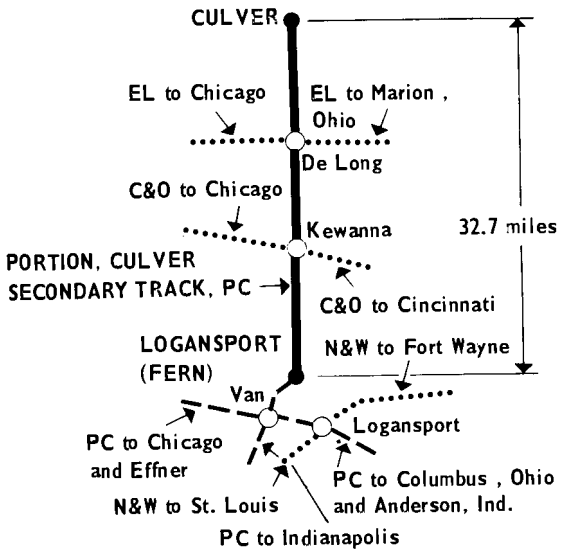
Preliminary Recommendation

It is *not* recommended that this portion of the Columbia City Secondary be included in the ConRail System.

PORTION OF CULVER SECONDARY TRACK

USRA Line No. 423

Penn Central



This portion of the Culver Secondary Track, formerly part of the Pennsylvania RR, extends from *Logansport* (Milepost 115.9) to *Culver, Ind.* (Milepost 148.6), a distance of *32.7 miles*, in Cass, Fulton and Marshall Counties, Ind. At Logansport this line connects with the PC Chicago-to-Columbus line, the Norfolk & Western Ry, and the I&F Branch, PC. Kewanna is served by the Chesapeake & Ohio Ry's Chicago-Cincinnati line and De Long is served by the Erie-Lackawanna Ry's Chicago-Marion, Ohio line. This line was described as potentially excess in the U.S. DOT Report (see Zones 117 and 129). Penn Central has filed petitions to abandon this line (ICC Docket No. AB-5 Sub. 107 and USRA Docket No. 75-36).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Lucerne	95
Grass Creek	22
Kewanna	20
De Long	0
Culver	9
Total carloads generated by the line	146
Average carloads per week	2.8
Average carloads per mile	4.5
Average carloads per train	3.7
1973 operating information:	
Number of round trips per year	40
Estimated time per round trip (hours)	8.0
Locomotive horsepower	1,700
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." Information received by USRA staff indicated that this, like other rural branch lines, is considered important to the shippers of agricultural inputs not conducive to other modes such as potash and anhydrous ammonia.

Information for Line Retention Decision

Revenue received by PC		$64,558
Average revenue per carload	$442	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	224,205	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	75,106	
Cost incurred beyond the branch line	42,650	
Total variable (avoidable) cost		341,961
Net contribution (loss): total		(277,403)
Average per carload		(1,900)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

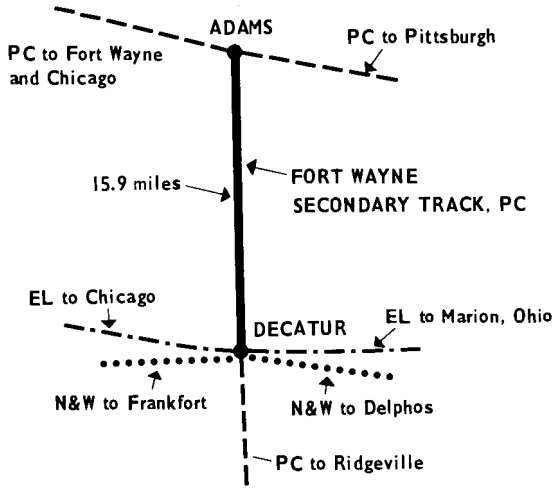
Preliminary Recommendation

It is *not* recommended that this portion of the Culver Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic revenue and cost levels, this line generates an annual excess financial burden amounting to $277,403 or $1,900 per carload. Recovery of cost would require approximately a thirteen-fold increase in traffic or a 430 percent rate increase over the 1973 levels.

FT. WAYNE SECONDARY TRACK

USRA Line No. 428

Penn Central



The Ft. Wayne Secondary Track, formerly part of the Pennsylvania RR, extends from *Decatur* (Milepost 70.7) to *Adams, Ind.* (Milepost 86.6), a distance of *15.9 miles*, in Allen and Adams Counties, Ind. This line runs south from the Penn Central Chicago-Pittsburgh line at Adams just east of Fort Wayne. Below Decatur it continues to Ridgeville, and is also under study in this report. The EL Chicago-Marion, Ohio line and the N&W Marion, Ind. to Delphos, Ohio line cross at Decatur. This line was described as potentially excess in the U.S. DOT Report (see Zones 116 and 117).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Decatur[1]	7,693
Williams	39
Hoagland	10
Total carloads generated by the line	7,742
Average carloads per week	148.9
Average carloads per mile	486.9
Average carloads per train	31.0
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	10.0
Locomotive horsepower	1,000
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that abandonment of this line might result in the termination of several jobs. The Central Soya Company of Decatur has invested $20 million in rail equipment including a fleet of jumbo hopper cars.

Information for Line Retention Decision

Revenue received by PC		$3,565,884
Average revenue per carload	$461	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	482,294	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	2,877,414	
Total variable (avoidable) cost		3,359,708
Net contribution (loss) total		206,176
Average per carload	27	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimm safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

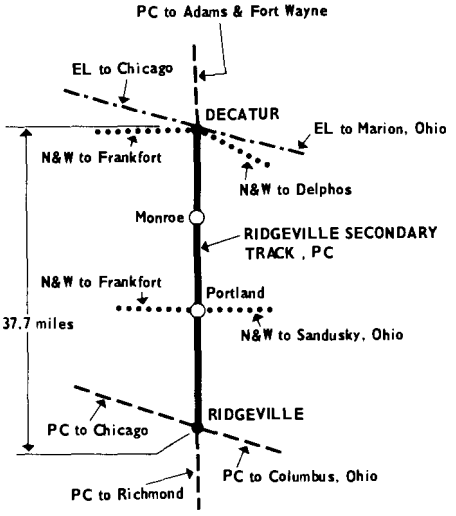
Recommendation

It is recommended that the Ft. Wayne Secondary Track be included in the ConRail System.

RIDGEVILLE SECONDARY TRACK

USRA Line No. 429

Penn Central



The Ridgeville Secondary Track, formerly part of the Pennsylvania RR, extends from *Ridgeville* (Milepost 33.0) to *Decatur, Ind.* (Milepost 70.7), a distance of *37.7 miles*, in Adams, Jay and Randolph Counties, Ind. This line continues south to Richmond and north (as the Ft. Wayne secondary track). Both extensions are also under study in this report. N&W lines cross at Decatur and Portland; the EL Chicago-Marion, Ohio line crosses at Decatur and there is a connection with the Penn Central's Chicago-Columbus line at Ridgeville. Penn Central has filed a petition to abandon the section of this line between Portland and Monroe (ICC Docket No. AB-5, Sub. 139). This line was described as potentially excess in the U.S. DOT Report (see Zones 117 and 120).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Collett	1
Portland	389
Briant	5
Geneva	66
Berne	159
Monroe	105
Decatur[1]	16
Ridgeville[1]	32
Total carloads generated by the line	773
Average carloads per week	14.9
Average carloads per mile	20.5
Average carloads per train	3.9

1973 operating information:

Number of round trips per year	200
Estimated time per round trip (hours)	11.0
Locomotive horsepower	1,000
Train crew size	5

[1] Includes only traffic on this segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that there are prospects for substantial increases in future business if better service and more cars were available. The Adams County Farm Bureau shipped and received about 7 thousand tons in 1973. With better service and car availability this could be in the 32,000–40,000 ton range.

The Governor's Task Force found that the Ridgeville-Adams Line operates at a substantial profit; its abandonment would cause the loss of 135 jobs, and recommends inclusion in the Final System Plan. (This line is only a portion of a longer line analyzed by the State of Indiana.)

Information for Line Retention Decision

Revenue received by PC		$310,397
Average revenue per carload	$402	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	493,975	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost	38,616	
Cost incurred beyond the branch line	134,815	
Total variable (avoidable) cost		667,406
Net contribution (loss) total		(357,009)
Average per carload	(462)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h). Based on available information, this upgrading would include the replacement of a total of 280 crossties (an average of 7 crossties per mile).

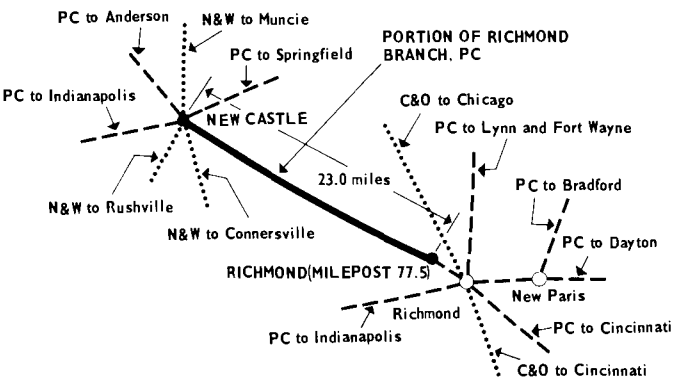
Preliminary Recommendation

It is *not* recommended that the Ridgeville Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $357,009 or $462 per carload. Recovery of costs would require approximately a 170 percent increase in traffic or a 115 percent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone will *not* make the line viable.

PORTION OF RICHMOND BRANCH

USRA Line No. 521

Penn Central



This portion of the Richmond Branch, formerly part of the Pennsylvania RR, extends from *Richmond* (Milepost 77.5) to *New Castle, Ind.* (Milepost 100.5), a distance of *23.0 miles*, in Wayne and Henry Counties, Indiana. This is a segment of the Richmond Branch of the PC's line from Logansport, Ind. to Cincinnati, Ohio. Parts of the northern and southern continuation of this "Richmond Branch" are also under study in this Report. Other lines serving Richmond are: C&O Cincinnati to Muncie; PC Richmond to Ft. Wayne (portions of which are also under study in this Report); and PC Columbus, Ohio to Indianapolis, which is also under study in this Report. Penn Central has filed a petition to abandon this line (I.C.C. Docket No. AB-5 Sub. 131/132; USRA Docket No. 75-39). This line was described as potentially excess in the U.S. DOT Report (see Zone 120).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Greens Fork	0
Hagerstown	21
Millville	0
Richmond [1]	101
Total carloads generated by the line	122
Average carloads per week	2.3
Average carloads per mile	5.3
Average carloads per train	2.3

1973 operating information:

Number of round trips per year	52
Estimated time per round trip (hours)	3.5
Locomotive horsepower	1,750
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their report entitled "The Public Response to the Secretary of Transportation's Rail Service Report" by Helen A.

Lowers of Green Fork indicated that she favors abandonment. Her testimony indicated that she has a reversionary interest in the right-of-way and that her family has paid taxes on the property to the railroad for some 32 years. She stated that there is only one slow movement along the tracks per week and that the railroad has failed to maintain the property or protect abutting land owners.

The New Castle Metal Casting Plant Perfect Circle Division of Dana Corporation expressed concern about the line segment between New Castle and Hagerstown.

The Corporation received 81 carloads of sand in 1973 and feels its car use could double within the next year due to a plant expansion.

The Wayne County Farm Bureau Cooperative Association of Richmond is also concerned. In 1973 they unloaded 21 cars of fertilizer and could have used 100 hopper cars of grain if service had been available. Rail movement of grain means 10 cents more per bushel for the farmer. Moving fertilizer by truck inbound could add $10 per ton to the farmer's cost. Farmers have invested approximately half a million dollars at this location. According to the Governor's Rail Task Force, employment lost would be forty-five jobs representing $382,608 in wages.

The Task Force concludes that this line currently operates at a loss and should be abandoned.

Information for Line Retention Decision

Revenue received by PC		$33,270
Average revenue per carload	$273	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	157,946	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	16,608	
Cost incurred beyond the branch line	14,001	
Total variable (avoidable) cost		188,555
Net contribution (loss): Total		(155,285)
Average per carload		(1,273)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,080 crossties (an average of 47 crossties per mile).

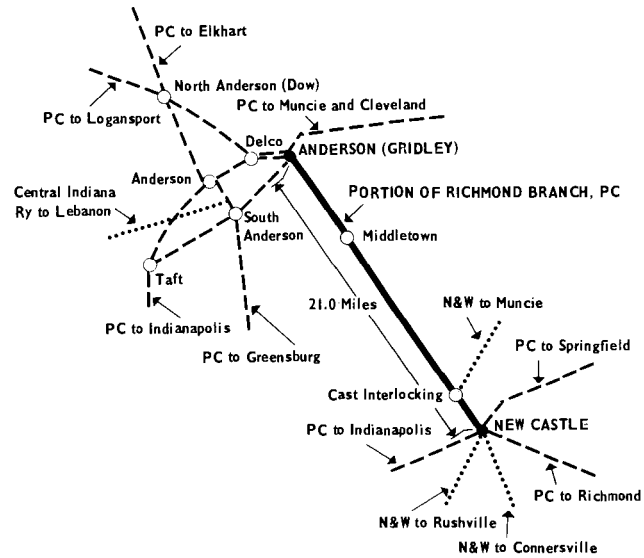
Preliminary Recommendation

It is *not* recommended that this portion of the Richmond Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $155,285 or $1,273 per carload. Recovery of costs would require approximately a sevenfold increase in traffic or a 465 percent rate increase over the 1973 levels.

PORTION OF RICHMOND BRANCH

USRA Line No. 522

Penn Central



This portion of the Richmond Branch, formerly part of the Pennsylvania RR, extends from *New Castle* (Milepost 100.5) to *Anderson, Ind.* (Milepost 121.5), a distance of *21.0 miles*, in Henry and Madison Counties, Indiana. This line is part of Penn Central's Logansport to Cincinnati line; both the northern and southern continuations of this line are also under study in this Report. The PC Cleveland-to-Indianapolis line and the Michigan Branch to Elkhart cross at Anderson. The N&W lines to Muncie, Rushville and Connersville cross at New Castle, as does the PC's Springfield-Indianapolis line, which is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 119 and 120).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
New Castle[1]	424
Sulphur Spring	77
Honey Creek	18
Middletown	103
Anderson[1]	3,851
Total carloads generated by the line	4,473
Average carloads per week	86.0
Average carloads per mile	213.0
Average carloads per train	22.4
1973 operating information:	
Number of round trips per year	200
Estimated time per round trip (hours)	4
Locomotive horsepower	1,750
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the New Castle to Anderson line is used by both industrial and agricultural shippers. Wilson Grain Elevator, Inc. at Sulphur Springs will not increase its storage capacity as planned until it is assured of continued rail service.

The Henry County Farm Bureau Cooperative Association, operator of a fertilizer plant at Honey Creek and a grain manufacturing plant at New Castle, receives fertilizer from Florida and Canada. The Association believes truck shipments would be costly and difficult. Use of trucks might cause the Honey Creek plant to close because trucks require more storage and the availability of sufficient equipment is doubtful.

The Association as well as Wilson Grain reported poor service from the PC because of an inability to furnish sufficient rail cars as needed.

Liebhardt Mills, Inc., shipped between 26 and 44 carloads in 1973. They indicated its plant could not utilize trucks because of restrictive rate structures and would be forced to close if rail service were discontinued.

Allegheny Ludlum Steel shipped 185 carloads of scrap metal and hot rolled bands in 1973. Its New Castle plant was acquired in 1972 and its traffic is not reflected in the DOT Report.

The Governor's Rail Task Force estimated that the line generates nine carloads per mile exclusive of the end point traffic (New Castle and Anderson). The Task Force also estimated that 45 jobs would be lost as a result of abandonment, representing $382,608 in wages.

The Task Force indicates that this line operated at a loss in 1973 and recommends that a portion of the line between Anderson and Middletown be abandoned and the remainder of the line be operated as a branch out of New Castle. It recommends that this latter segment be incorporated in the Final System Plan and transferred to ConRail.

Information for Line Retention Decision

Revenue received by PC		$1,921,825
Average revenue per carload	$430	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	251,868	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	624,466	
Total variable (avoidable) cost		876,334
Net contribution (loss): Total		1,045,491
Average per carload	234	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

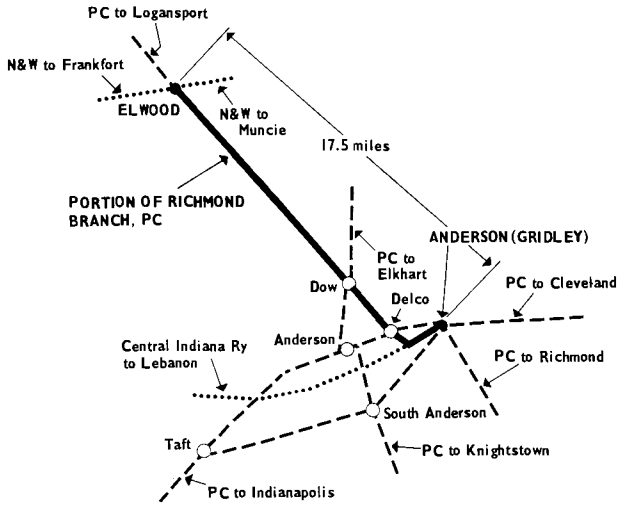
Recommendation

It is recommended that this portion of the Richmond Branch be included in the ConRail System.

PORTION OF RICHMOND BRANCH

USRA Line No. 523

Penn Central



This portion of the Richmond Branch, formerly part of the Pennsylvania RR, extends from *Anderson* (Milepost 121.5) to *Elwood, Ind.* (Milepost 139.0), a distance of *17.5 miles*, in Madison County, Ind. This segment is part of the Logansport-Richmond-Cincinnati Branch; both its northern and southern extension are also under study in this Report. At Anderson the Penn Central's Cleveland-Indianapolis line and Michigan Branch cross. The Central Indiana RR to Lebanon also intersects at Lebanon, and at Elwood the N&W Frankfort to Muncie line crosses. This line was described as potentially excess in the U.S. DOT Report (see Zone 119).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Frankton	56
Elwood	450
Total carloads generated by the line	506
Average carloads per week	9.7
Average carloads per mile	28.9
Average carloads per train	3.4

1973 Operating Information:

Number of round trips per year	150
Estimated time per round trip, hours	2.5
Locomotive horsepower	1,750
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Ryman and Fox Company of Frankton has recently invested $70,000 in a new rail siding. The company stated that its decision to locate in Frankton was based on the assurance of continued rail service. The firm's projected 1974 carload figure is 440.

The Governor's Rail Task Force submitted information pertaining to the line extending from Anderson to Kokomo. This line generated freight revenues of $220,367 in 1973 as opposed to branch costs of $139,009 equalling an estimated profit of $81,363. Although traffic volume is light, freight revenues per mile are high. Therefore, the Task Force recommends retention of service on this line.

Information for Line Retention Decision

Revenue received by PC		$131,876
Average Revenue Per Carload	$261	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	102,570	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	163,682	
Total variable (avoidable) cost		166,252
Net contribution (loss): total		(34,376)
Average per carload	(68)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

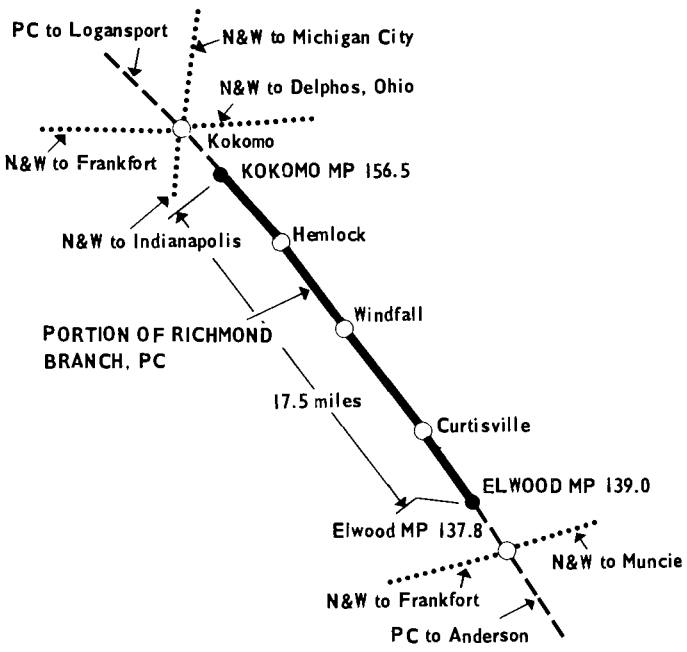
Preliminary Recommendation

It is *not* recommended that this portion of the Richmond Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $34,376 or $68 per carload. Recovery of costs would require approximately a 43 percent increase in traffic or a 26 percent rate increase over the 1973 levels. *Shippers at Anderson will continue to be served.*

PORTION OF THE RICHMOND BRANCH

USRA Line No. 524

Penn Central



This portion of the Richmond Branch, formerly part of the Pennsylvania RR, extends from *Elwood* (Milepost 139.0) to *Kokomo, Ind.* (Milepost 156.5), a distance of *17.5 miles*, in Madison, Tipton and Howard Counties, Ind. Continuations of this line extend northwestward from Kokomo to Logansport and beyond, and southeastward from Elwood to Anderson and beyond. The line southeastward is also under study in this Report. This line connects at Elwood with the N&W to Frankfort and Muncie; and at Kokomo with the N&W to Delphos and Frankfort and to Indianapolis and Michigan City. An abandonment application has been filed with ICC Docket No. AB-5, Sub. 131, 132; with USRA, Docket No. 75-40. This line was described as potentially excess in the U.S. DOT Report (see Zones 117 and 119).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Curtisville	37
Windfall	61
Nevada	4
Hemlock	75
Total carloads generated by the line	177
Average carloads per week	3.4
Average carloads per mile	10.2
Average carloads per train	3.4

1973 operating information:

Number of round trips per year	52
Estimated time per round trip (hours)	2.2
Locomotive horsepower	1,750
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that at least two shippers on the line will incur higher shipping costs if the line is abandoned. The Rydman and Fox Company recently invested $70,000 in a new rail siding based on PC's word that the line would not be abandoned. The Butcher Manufacturing Company estimated that the loss of this line would cost it $40,000 in additional transportation costs.

The Governor's Task Force indicates freight revenues of $220,367 in 1973 as opposed to branch costs of $139,009 equaling an estimated profit of $81,363. The analysis of this line suggests that it is viable, therefore the Task Force recommends retention of the line.

Information for Line Retention Decision

Revenue received by PC		$83,228
Average revenue per carload	$470	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	122,396	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	51,962	
Total variable (avoidable) cost		174,358
Net contribution (loss): total		(91,130)
Average per carload	(515)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

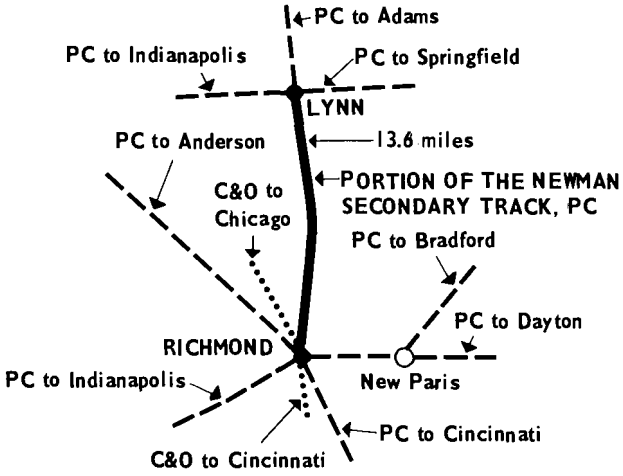
Preliminary Recommendation

It is *not* recommended that this portion of the Richmond Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $91,130, or $515 per carload. Recovery of costs would require approximately a threefold increase in traffic or a 110 percent rate increase over the 1973 levels. *Shippers at Kokomo will continue to be served.*

PORTION OF THE NEWMAN SECONDARY TRACK

USRA Line No. 556

Penn Central



This portion of the Newman Secondary Track, formerly part of the Pennsylvania RR, extends from *Richmond* (Milepost 2.0) to *Lynn, Ind.* (Milepost 15.6), a distance of *13.6 miles*, in Wayne and Randolph Counties, Indiana. A continuation of this line extends northward from Lynn to Adams. (Over this portion the line is called the Fort Wayne Branch and Ridgeville Secondary Track). This continuation is also under study in this Report. Connections include: the PC Indianapolis to Columbus line, the PC Richmond Branch, and the Chesapeake & Ohio Ry., Cincinnati to Chicago at Richmond. At Lynn, there is a connection with the PC Springfield Branch. The PC Richmond Branch, Springfield Branch and Columbus-to-Indianapolis line are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 120).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

This line has been used as an overhead detour route; it serves no local traffic. Since the PC line through Goshen and Anderson has been upgraded, this line is no longer required.

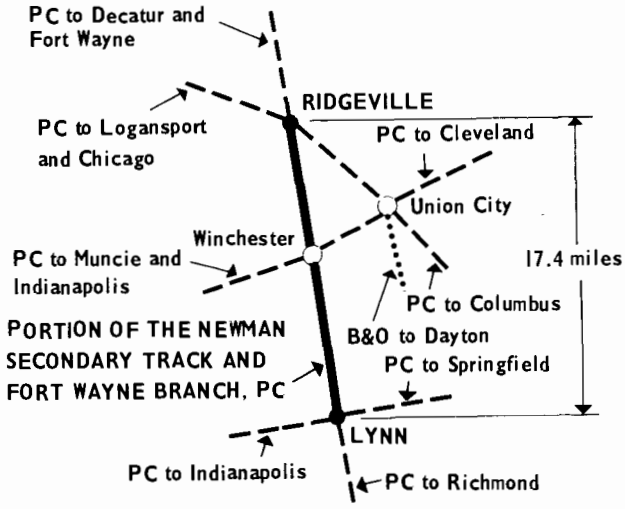
Preliminary Recommendation

It is *not* recommended that this portion of the Newman Secondary Track be included in the ConRail System.

PORTION OF THE NEWMAN SECONDARY TRACK AND THE FORT WAYNE BRANCH

USRA Line No. 557

Penn Central



This portion of the Newman Secondary Track and the Fort Wayne Branch, formerly part of the Pennsylvania RR, extends from *Lynn* (Milepost 15.6) to *Ridgeville, Ind.* (Milepost 33.0), a distance of *17.4 miles*, in Randolph County, Ind. Continuations of this line extend southward from Lynn and northward from Ridgeville (this portion is the Ridgeville Secondary Track). These continuations are also under study in this Report. Connections include: the PC Springfield Branch at Lynn (portions of which are also under study in this Report), the PC Cleveland-to-Indianapolis line at Winchester, and the PC Columbus-to-Chicago line at Ridgeville. PC has filed for abandonment with the ICC Docket No. AB–5 Sub. 138, 139. PC has also filed with USRA Docket No. 75–37. This line was described as potentially excess in the U.S. DOT Report (see Zone 120).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." An analysis by the Governor's Rail Task Force gives total annual branch cost as $67,626, while total branch freight revenue is listed as $3,872. Rehabilitation costs are estimated at $225,760. To continue operations, an annual estimated subsidy of $63,756 would be needed. The main economic activity in the area is agriculture and light industry. The Task Force noted that there is no potential for traffic growth and recommended abandonment of this line segment.

Information for Line Retention Decision

This line has been used as an overhead detour route; it serves no local traffic. Since the PC line through Goshen and Anderson has been upgraded, this line is no longer required.

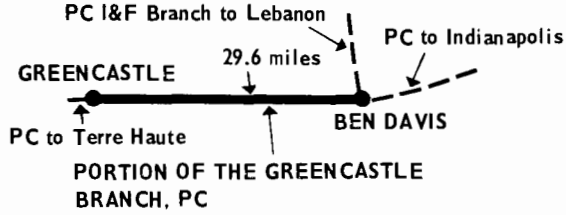
Preliminary Recommendation

It is *not* recommended that this portion of the Newman Secondary Track and the Fort Wayne Branch be included in the ConRail System.

PORTION OF THE GREENCASTLE BRANCH

USRA Line No. 565

Penn Central



This portion of the Greencastle Branch, formerly part of the Pennsylvania RR, extends from *Ben Davis* (Milepost 6.9), to *Greencastle, Ind.* (Milepost 36.5), a distance of *29.6 miles*, in Marion, Hendricks, and Putnam Counties, Indiana. Continuations of this line extend eastward from Ben Davis to Indianapolis, and westward from Greencastle to Terre Haute. The portion between Greencastle and Terre Haute is also under study in this Report. This line connects with the I&F Branch of the PC at Ben Davis. The Penn Central Company has filed a petition for abandonment of this line with the ICC. No action has been taken. This line was described as potentially excess in the U.S. DOT Report (see Zones 122 and 126).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Bridgeport	5
Plainfield	39
Clayton	14
Amo	0
Coatesville	4
Fillmore	14
Total carloads generated by the line	76
Average carloads per week	1.5
Average carloads per mile	2.6
Average carloads per train	1.5
1973 Operating Information:	
Number of round trips per year	52
Estimated time per round trip (hours)	3
Locomotive horsepower	5,250
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that there was little public protest to the potential abandonment of the Indianapolis to Terre Haute line, which includes the Ben Davis to Greencastle segment. However, Lone Star Industries at Limedale, near Greencastle but not on this segment, said the line is needed to provide adequate service and alternative routing between Terre Haute and Indianapolis. Penn Central currently operates two parallel lines between those two points. The Governor's Rail Task Force stated that the main economic activities along this segment are agriculture and agri-business. The Task Force estimated that an annual subsidy of $100,576 would be required to keep the line in operation. The estimated rehabilitation was listed at $354,560. Abandonment would mean the loss of about 60 jobs.

Information for Line Retention Decision

Revenue received by PC		$21,563
Average revenue per carload	$284	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	222,801	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	11,562	
Total variable (avoidable) cost		234,363
Net contribution (loss): total		(212,800)
Average per carload	(2,800)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Evaluation of coal reserves by USRA shows no coal deposits adjacent to this line.

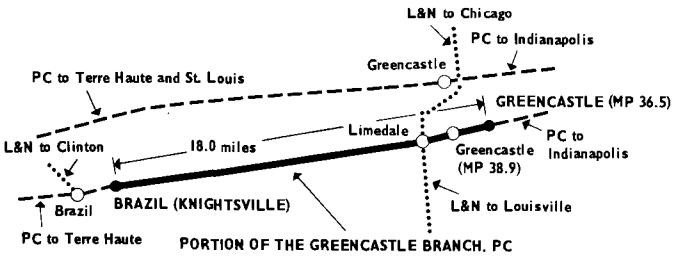
Preliminary Recommendation

It is *not* recommended that this portion of the Greencastle Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $212,800 or $2,800 per carload. Recovery of costs would require approximately a 21-fold increase in traffic or a 986 percent rate increase over the 1973 levels.

PORTION OF THE GREENCASTLE BRANCH

USRA Line No. 566

Penn Central



This portion of the Greencastle Branch, formerly part of the Pennsylvania RR, extends from *Greencastle* (Milepost 36.5) to *Brazil, Ind.* (Milepost 54.5), a distance of *18.0 miles*, in Putnam and Clay Counties, Ind. This line is also known as the Davis to Lenox Line. Continuations of this line extend eastward from Greencastle to Indianapolis and westward from Brazil to Terre Haute. Both of these continuations are also under study in this Report. Connections are made at Limedale with the Louisville and Nashville RR Monon-to-Louisville line. Abandonment application was filed with the ICC, Docket No. AB-5, Sub. 145. This line was described as potentially excess in the U.S. DOT Report, except for the portion from Greencastle to Limedale (see Zones 125 and 126).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Greencastle	1,210
Limedale	948
Reelsville	0
Total carloads generated by the line	2,158
Average carloads per week	41.5
Average carloads per mile	119.9
Average carloads per train	6.2
1973 operating information:	
Number of round trips per year	350
Estimated time per round trip (hours)	5.1
Locomotive horsepower	5,250
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that public protest of potential abandonment was slight. Both protesting shippers would continue to have rail

service, although alternate routings could reduce their desired level of service.

The Governor's Task Force analysis indicated the segment operates at a profit, generating 53 carloads per mile, not including Greencastle traffic.

Information for Line Retention Decision

Revenue received by PC		$977,308
Average revenue per carload	$453	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	322,541	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost	0	
Cost incurred beyond the branch line	362,574	
Total variable (avoidable) cost		685,115
Net contribution (loss): Total		292,193
Average per carload	135	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

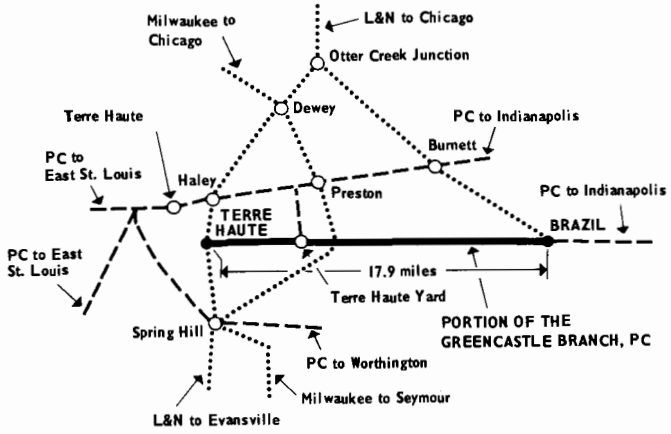
Recommendation

It is recommended that this portion of the Greencastle Branch be included in the ConRail System.

PORTION OF GREENCASTLE BRANCH

USRA Line No. 566a

Penn Central



This portion of the Greencastle Branch, formerly part of the Pennsylvania RR, extends from *Brazil* (Milepost 54.5) to *Terre Haute, Ind.* (Milepost 72.4), a distance of *17.9 miles*, in Clay and Vigo Counties, Ind. This line is also known as the Davis-to-Lenox Line. A continuation of this line extends westward from Terre Haute to St. Louis, and it is under study in this Report. Another continuation of this line extends eastward from Brazil to Greencastle, and it is also under study in this Report. Connections at Brazil are made with the Louisville and Nashville RR to Chicago, and at Terre Haute with the PC Peoria Secondary Track, the PC Clay City Secondary Track, the PC Indianapolis-to-St. Louis Line (via Pana and Effingham); the Louisville & Nashville to Vincennes and Danville, and the Chicago, Milwaukee, St. Paul & Pacific RR to Chicago. All of the PC lines at Terre Haute except for the Indianapolis to St. Louis Line (via Effingham) are also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 125).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Brazil	586
Staunton	134
Seelyville	64
Terre Haute[1]	4,295
Total carloads generated by the line	5,079
Average carloads per week	97.7
Average carloads per mile	283.7
Average carloads per train	14.5
1973 operating information:	
Number of round trips per year	350
Estimated time per round trip (hours)	4.7
Locomotive horsepower	5,250
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Arketex Ceramic Corporation located in Brazil, stressed requirement of rail service to move bulk raw materials from distances of over 1,000 miles. The firm shipped over 278 carloads in 1973. The present track condition is poor and the spur leading to this plant was out of order 33 days in 1973. Prior to 1970, the firm shipped 50 percent of its total volume via rail, but rail shipments accounted for only 31 percent in 1973. The drop was attributed to inadequate service.

The Governor's Rail Task Force supplied no information about this particular segment of the line.

Information for Line Retention Decision

Revenue received by PC		$1,599,201
Average revenue per carload	$315	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	350,516	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	12,637	
Cost incurred beyond the branch line	692,622	
Total variable (avoidable) cost		1,055,775

Net contribution (loss) : total		543, 426
Average per carload	107	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,011 crossties (an average of 57 crossties per mile).

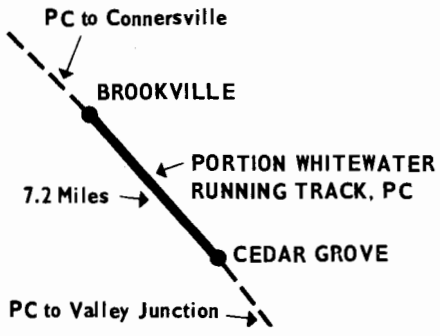
Recommendation

It is recommended that this portion of the Greencastle Branch be included in the ConRail System.

PORTION OF THE WHITEWATER RUNNING TRACK

USRA Line No. 571

Penn Central



This portion of the Whitewater Running Track, formerly part of the New York Central RR, extends from *Cedar Grove* (Milepost 36.7) to *Brookville, Ind.* (Milepost 43.9), a distance of *7.2 miles*, in Franklin, County, Indiana. Continuations of this line extend southeastward from Cedar Grove and northwestward from Brookville. The latter portion is also under study in this Report. PC filed an abandonment application with the ICC on July 18, 1973, Docket No. AB–5, Sub. 180. This line was described as potentially excess in the U.S. DOT Report (see Zone 120).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line :		
Cedar Grove		60
Brookville		685
Total carloads generated by the line		745
Average carloads per week		14. 3
Average carloads per mile		103. 5
Average carloads per train		10. 6
1973 Operating Information :		
Number of round trips per year		70
Estimated time per round trip (hours)		4. 0
Locomotive horsepower		1, 750
Train crew size		5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Franklin County Farm Bureau Cooperative operates a facility at Brookville. The State of Indiana recommends that this line could be operated as a branch line from Valley Junction, Ohio, to Beeson, Ind., or as a branch from Cambridge City south over Norfolk & Western track to Beesons and from Beesons, south to Harrison, Ind.

Information for Line Retention Decision

Revenue received by PC		$179, 392
Average revenue per carload	$241	
Variable (avoidable) cost of continued service :		
Cost incurred on the branch line	92, 465	
Cost of upgrading branch line to FRA Class I : (1/10 of total upgrading cost)	16, 321	
Cost incurred beyond the branch line	104, 402	
Total variable (avoidable) cost		213, 188
Net contribution (loss) : total		(33, 796)
Average per carload	(45)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 4,645 crossties (an average of 645 crossties per mile).

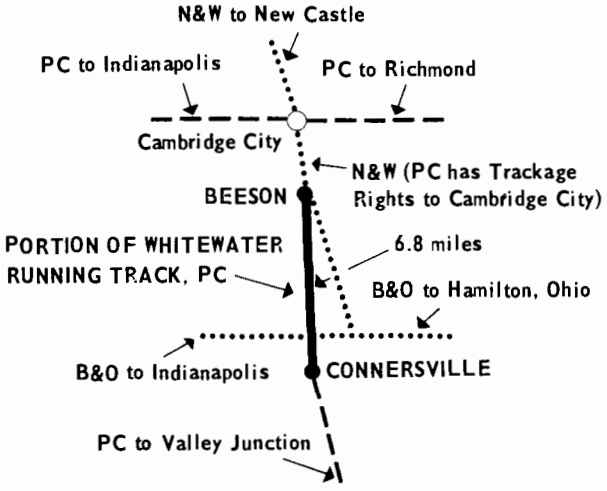
Preliminary Recommendation

It is *not* recommended that this portion of the Whitewater Running Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $33,796 or $45 per carload. Recovery of costs would require approximately a 45 percent increase in traffic or a 19 percent rate increase over the 1973 levels.

PORTION OF THE WHITEWATER RUNNING TRACK

USRA Line No. 573

Penn Central



This portion of the Whitewater Running Track, formerly part of the New York Central RR, extends from *Connersville* (Milepost 67.3) to *Beeson, Ind.* (Milepost 74.1), a distance of *6.8 miles*, in Fayette and Wayne Counties, Indiana. A continuation of this line extends southward from Connersville. Connections include the Baltimore & Ohio to Indianapolis and Hamilton at Connersville, and the Norfolk & Western to New Castle at Beeson. This line was not shown in the U.S. DOT Report (see Zone 120).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Connersville	5,958
Beesons	0
Total carloads generated by the line	5,958
Average carloads per week	114.6
Average carloads per mile	876.2
Average carloads per train	23.4
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	8.0
Locomotive horsepower	1,750
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" noted that the Early and Daniel Co. of Cincinnati recommends that the N&W should purchase and operate the PC line from Beeson to Valley Junction. This would establish a main line on the N&W from the west to Norfolk via Cincinnati and would reduce circuity.

Indiana's Rail Task Force did not analyze the Beeson to Connersville line segment separately but includes it in a longer segment extending from Harrison at the Indiana-Ohio state line north to Beeson. The task Force estimates that annual profits on this longer segment is $1,820,203. Estimated rehabilitation cost is $255,063. The rail group recommends retention of service on the entire line segment and inclusion in the Con-Rail System.

Information for Line Retention Decision

Revenue received by PC		$1,758,001
Average revenue per carload	$295	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	339,258	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	25,287	
Cost incurred beyond the branch line	1,111,015	
Total variable (avoidable) cost		1,475,560
Net contribution (loss): Total		282,441
Average per carload		47

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 4,443 crossties (an average of 650 crossties per mile).

Recommendation

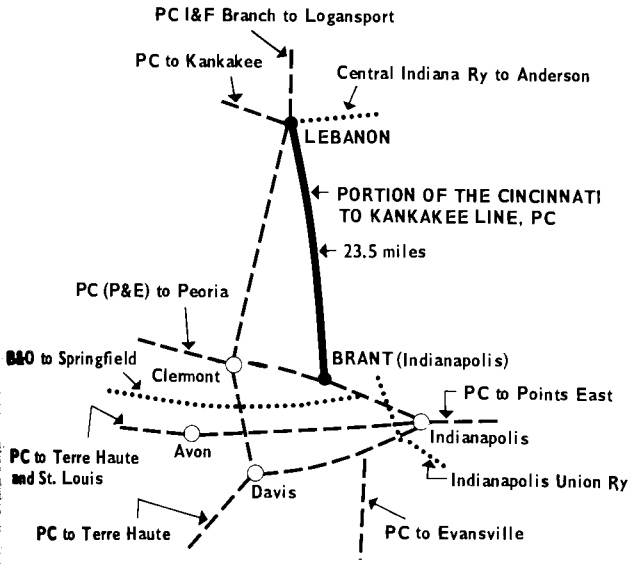
It is recommended that service to Connersville be assumed by a solvent carrier. If such an agreement cannot be reached, it is recommended that this portion of the Whitewater Running Track be included in the ConRail System. ConRail would serve the line from Richmond, Ind.

PORTION OF THE CINCINNATI TO KANKAKEE LINE

USRA Line No. 574/574a

Penn Central

This portion of the Cincinnati-to-Kankakee Line, formely part of the New York Central RR, extends from *Brant* (Milepost 113.5), to *Lebanon, Ind.* (Milepost 137.0), a distance of *23.5 miles*, in Marion and Boone Counties, Indiana. Continuations of this line extend southeastward from Brant and northwestward from Lebanon. The latter portion is also under study in this Report. Connections are: the Peoria & Eastern line at Brant (out of service) and the PC I&F Branch at Lebanon. The Peoria and Eastern and a portion of the PC I&F are also under study in this Report. PC



has filed an abandonment application with the ICC Docket No. AB–5, Sub. 94. This line was described as potentially excess in the U.S. DOT Report (see Zone 122).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Rock Island	212
Augusta	418
Zionsville	285
Whitestown	9
Indianapolis [1]	109
Total carloads generated by the line	1,033
Average carloads per week	19.9
Average carloads per mile	44.0
Average carloads per train	6.9
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	4.0
Locomotive horsepower	1,750
Train crew size	4

[1] Includes only traffic on this segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Swiggert Lumber of Zionsville would have to pay $300 to $400 more for a carload of materials without direct rail service. Swiggert shipped 3 carloads in 1973. The Stenotype Company stated that its paper transport costs would double without rail service. Carloads generated by Stenotype in 1973 were 59, and the firm projects future traffic of 72 carloads per year. Rheem Manufacturing Company and James Held Company indicated that they both expect to begin using rail service at Indianapolis, and their combined traffic would add 115 carloads. It was also suggested at the hearings that this line through Zionsville could be used for suburban passenger service. The Governor's Rail Task Force indicated that this line generated $274,747 in revenue, $108,953 in branch line costs and operated at a profit of $165,793. Estimated rehabilitation costs for the line were set at $252,000. The Task Force found traffic to consist of 931 carloads or 32 cars per mile. Abandonment of the line would result in 45 jobs being lost, representing $382,608 in wages. The Task Force could project no traffic growth, but recommended that this line be included as part of the ConRail System. A parallel PC line runs between Lebanon and Indianapolis just to the west of this line.

Information for Line Retention Decision

Revenue received by PC		$301,087
Average revenue per carload	$291	
Variable (avoidable) cost for continued service:		
Cost incurred on the branch line	203,292	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	52,282	
Cost incurred beyond the branch line	162,087	
Total variable (avoidable) cost		417,661
Net contribution (loss): total		(116,574)
Average per carload	(112)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 11,750 crossties (an average of 500 crossties per mile).

Available data indicates that the near term potential traffic growth of the line may amount to 130 carloads per year. However, an 80 per cent growth in traffic would be required for financial self-sufficiency.

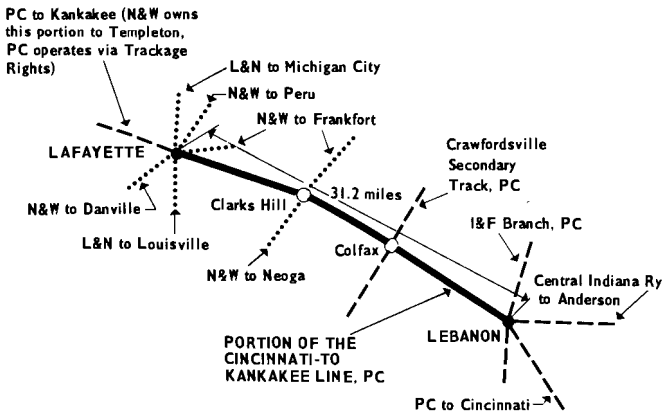
Preliminary Recommendation

It is *not* recommended that this portion of the Cincinnati to Kankakee Line be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $116,574 or $112 per carload. Recovery of costs would require approximately an 80 percent increase in traffic or a 35 percent rate increase over the 1973 levels. Traffic between Lebanon and Indianapolis can be routed via the E&P.

PORTION OF THE CINCINNATI-KANKAKEE LINE

USRA Line No. 575

Penn Central



This portion of the Cincinnati-to-Kankakee Line, formerly part of the New York Central RR, extends from *Lebanon* (Milepost 139.0) to *Lafayette, Ind.* (Milepost 170.2), a distance of *31.2 miles*, in Boone, Clinton and Tippecanoe Counties, Ind. Norfolk & Western owns the portion of the line from Lafayette to Templeton. PC operates via trackage rights. Continuations of this line extend southeastward from Lebanon and northwestward from Lafayette. Both of these continuations are also under study in this report. Connections include: the PC I&F Branch and the Central Indiana Ry at Lebanon; the PC Crawfordsville Secondary Track at Colfax; the Norfolk & Western to Frankfort and Neoga at Clarks Hill; and at Lafayette, the Louisville & Nashville's Louisville-to-Michigan City line and the Norfolk & Western lines to Frankfort, Danville, and Peru. The PC Crawfordsville Secondary Track is also under study in this report. This line was described as potentially excess in the U.S. DOT Report DOT Report (see Zones 117, 122 and 127).

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report covers this segment in terms of a longer segment which extends from Indianapolis to Lafayette. The Indianapolis Power and Light Co., the report observed, has invested $3,000,000 in a new plant rail siding on this longer segment and depends upon rail service to receive coal. Ayr-Way Stores, Inc., a 27 store chain, established a distribution center and warehouse at Lebanon in 1970. Richard Fall spoke for the Boone County Farm Bureau Coop. and for three grain elevators, two fertilizer plants and one lumber yard on the line between Lebanon and Colfax. He believes this 15 mile segment could generate 35 cars per mile if cars were available. The Governor's Rail Task Force studied USRA's segment between Lebanon and Lafayette. The Task Force estimates branch costs at $135,252 annually with Penn Central's freight revenue amounting to $145,586 annually, for a profit of about $10,000. Estimated rehabilitation costs are listed as $74,297. Amtrak at one time ran passenger service on this line between Chicago and Indianapolis until the route was shifted to go thru Logansport due to extremely bad track conditions northwest of Templeton towards Kankakee, Illinois. The Task Force recommended that this Lebanon to Lafayette segment be included in the Final System Plan as part of ConRail. USRA's shipper file shows that the General Foods plant at Lafayette is clearly the major shipper on this line segment. Howard Jones of General Foods stated that his firm had invested $65 million in its Lafayette facility and is now investing another $20 million. By 1975, he expects the plant's 1973 traffic to double to 1,500 carloads.

Information for Line Retention Decision

This line is required for through freight service after rehabilitation therefore local rail services will be provided to all shippers located on the line.

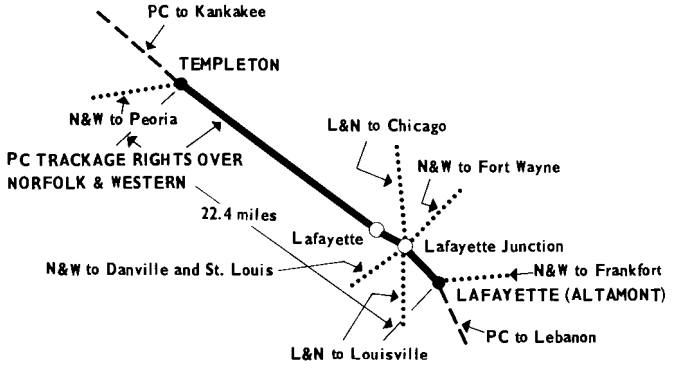
Recommendation

It is recommended that this portion of the Cincinnati to Kankakee Line be included in the ConRail System.

PORTION OF THE CINCINNATI TO KANKAKEE LINE

USRA Line No. 576

Penn Central



These PC Trackage Rights over the N&W extend from *Lafayette* (Milepost 170.2), to *Templeton, Ind.* (Milepost 192.6), a distance of *22.4 miles*, in Tippecanoe and Benton Counties, Indiana. This portion of the PC Cincinnati to Kankakee line is owned by the Norfolk

& Western; PC operates via trackage rights. Continuations of this line extend northwestward from Templeton and southeastward from Lafayette; both are under study in this Report. Connections include the Norfolk & Western to Danville, Fort Wayne and Frankfort and the Louisville & Nashville to Louisville and Chicago at Lafayette. Another connection is the Norfolk & Western to Peoria at Templeton. This line was described as potentially excess in the U.S. DOT Report (see Zones 127 and 128).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

The Governor's Rail Task Force suggested retention of the PC trackage rights over this line in order to provide effective routing of traffic moving from Kankakee, Illinois through Indianapolis to Cincinnati.

Information for Line Retention Decision

This line is required for through freight service, therefore local rail service will be provided to all shippers located on the line.

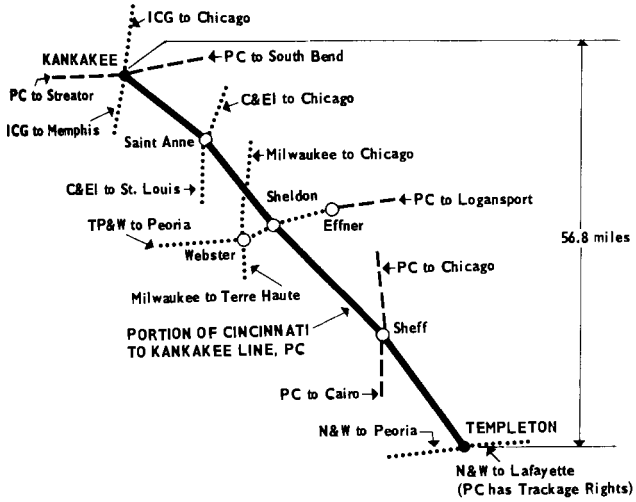
Recommendation

It is recommended that trackage rights over this portion of the N&W be included in the ConRail System.

CINCINNATI-KANKAKEE LINE

USRA Line No. 577

Penn Central



This portion of the Cincinnati-Kankakee Line, formerly part of the New York Central RR, extends from *Templeton, Ind.* (Milepost 192.6) to *Sheff, Ind.* (Milepost 211.3), a distance of *18.7 miles*, in Benton and Newton Counties, Ind.

At Templeton, this line continues southeast to La-Fayette via trackage rights with the Norfolk Western Ry. It also connects with the Penn Central Danville branch at Sheff. A portion of the Penn Central Danville Branch is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 128 and 139). The map for this line indicates that the 56.8 miles from Templeton to Kankakee is under study. Only the Eastern 18.7 miles between Templeton and Sheff is discussed here.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the St. Anne Grain Company would have increased its shipments over this line by 100 carloads per year had sufficient cars been available.

In addition, the Benton County Shippers and Receivers Association protests the abandonment of this line. The Control States Grain Company has spent more than $400,000 in order to build a 100-car unit train loading facility at Swanington. The company estimates at least 10 train loadings in 1975.

Information received from the Governor's Rail Task Force indicates that the line generates 48 carloads per mile per year and operates at a profit.

Information for Line Retention Decision

This line is required for through freight service, therefore local rail service will be provided to all shippers located on the line.

Recommendation

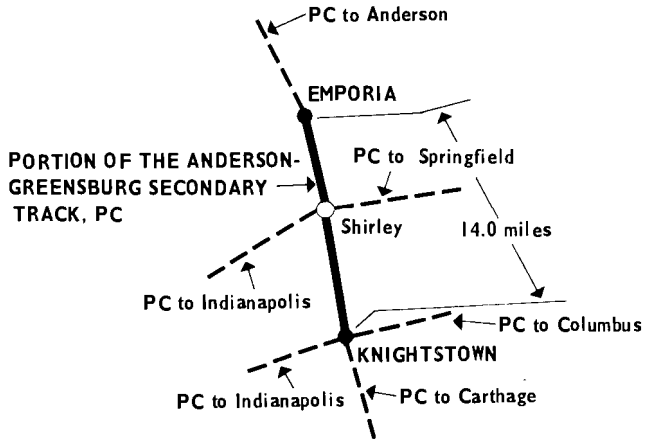
It is recommended that the Templeton to Sheff portion of the Cincinnati to Kankakee line be included in the ConRail System.

PORTION OF THE ANDERSON-GREENSBURG SECONDARY TRACK

USRA Line No. 578

Penn Central

This portion of the Anderson-Greensburg Secondary Track, formerly part of the New York Central RR, extends from *Emporia* (Milepost 173.5) to *Knightstown, Ind.* (Milepost 187.5), a distance of *14.0 miles*, in Madison, Henry and Hancock Counties, Ind. Continuations of this line extend southward from Knights-



town and northward from Emporia (this becomes the PC Michigan Branch); the former portion is also under study in this Report. Connections include the PC Springfield Branch at Shirley and the PC Columbus to Indianapolis line at Knightstown. The Springfield Branch is also under study in this Report. PC applied for abandonment of this line in ICC Docket No. AB–5, Sub. 121. This line was described as potentially excess in the U.S. DOT Report (see Zones 119 and 120).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Markleville	3
Shirley[1]	11
Total carloads generated by the line	14
Average carloads per week	0.3
Average carloads per mile	1.0
Average carloads per train	0.5
1973 Operating Information:	
Number of round trips per year	28
Estimated time per round trip, hours	6
Locomotive horsepower	1,500
Train crew size	3

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." The Governor's Rail Task Force estimated branch costs at $60,112 with freight revenue amounting to $372,216. Rehabilitation costs are estimated at $119,755. The Task Force, noting that intermediate stations between Emporia and Knightstown, Shirley and Markleville, do not generate significant traffic and that Shirley would be served by another line, recommended that this line be abandoned.

Information for Line Retention Decision

Revenue received by PC		$6,185
Average revenue per carload	$442	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	96,905	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	34,847	
Cost incurred beyond the branch line	1,679	
Total variable (avoidable) cost		133,431
Net contribution (loss): total		(127,246)
Average per carload	(9,089)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 7,000 crossties (an average of 500 crossties per mile). USRA studies reveal no fossil fuel resources in the area.

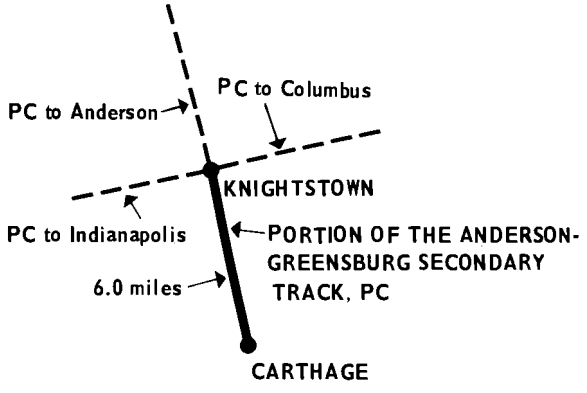
Preliminary Recommendation

It is *not* recommended that this portion of the Anderson-Greensburg Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $127,246 or $9,089 per carload. Recovery of costs would require approximately a twenty-eight fold increase in traffic or a 2,055 per cent rate increase over the 1973 levels.

PORTION OF THE ANDERSON-GREENSBURG SECONDARY TRACK

USRA Line No. 579a

Penn Central



This portion of the Anderson-Greensburg Secondary Track, formerly part of the New York Central RR,

extends from *Knightstown* (Milepost 187.5) to *Carthage, Ind.* (Milepost 193.5), a distance of *6.0 miles*, in Henry and Rush Counties, Ind. Continuations of this line extend northward from Knightstown and southward from Carthage (this portion has been abandoned to Greensburg). The former continuation is also under study in this Report. This line connects with the PC Columbus to Indianapolis line at Knightstown. This line was not described as potentially excess in the U.S. DOT Report (see Zone 120).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:		
Carthage	1,299	
Knightstown [1]	41	
Total carloads generated by the line		1,340
Average carloads per week		25.8
Average carloads per mile		223.3
Average carloads per train		8.9
1973 operating information:		
Number of round trips per year		150
Estimated time per round trip		4
Locomotive horsepower		1,500
Train crew size		5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." The Governor's Rail Task Force recommends retention of service on this line as it generates a sufficient amount of traffic to produce a substantial profit. The Task Force indicates that PC earned $347,199 in revenue *vs.* $18,785 in branch costs. Rehabiiltation costs were estimated at $37,143.

Information for Line Retention Decision

Revenue received by PC		$357,476
Average revenue per carload	$267	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	102,290	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	67,911	
Cost incurred beyond the branch line	209,815	
Total variable (avoidable) cost		380,016
Net contribution (loss): Total		(22,540)
Average per carload	(17)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 17,250 crossties (an average of 2,586 crossties per mile).

This line must be served via the Richmond-to-Indianapolis line which is not recommended for inclusion in the ConRail System.

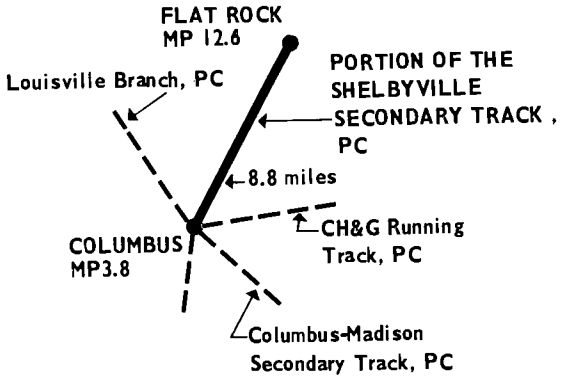
Preliminary Recommendation

It is *not* recommended that this portion of the Anderson-Greensburg Secondary Track be included in the ConRail System.

PORTION OF THE SHELBYVILLE SECONDARY TRACK

USRA Line No. 582

Penn Central



This portion of the Shelbyville Secondary Track, formerly part of the Pennsylvania RR, extends from *Columbus* (Milepost 3.9) to *Flat Rock, Ind.* (Milepost 12.6), a distance of *8.8 miles*, in Bartholomew and Shelby Counties, Indiana. Connections include: the PC Louisville Branch and the PC Columbus-Madison Secondary Track at Columbus. These two are under study in this Report. Another connection is the PC CH&G Running Track at Columbus, a portion of this line is under study in this Report. PC has filed for abandonment of this line, Docket No. AB–5 Sub. 57, 58, 59 and USRA has also filed Docket No. 75–53. This line was described as potentially excess in the U.S. DOT Report (see Zone 121).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Clifford	16
Flat Rock	41
Total carloads generated by the line	57
Average carloads per week	1.1
Average carloads per mile	6.5
Average carloads per train	1.1
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	2.5
Locomotive horsepower	1,200
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information received from the Indiana Governor's Rail Task Force indicates that the total carloads and revenues for the PC are well below breakeven cost. The State of Indiana recommends a discontinuation of service unless PC patrons wish to subsidize this line.

Information received from Armuth Farm Service indicates that they are opposed to abandonment of this line because of the gross injustice that it would have on their business. The line is to be served to Milepost 3.8 and they wish to extend this to Milepost 7.0. Max D. Andress, Mayor, City of Columbus, has also sent a letter asking for a 3.5 mile extension of the line. Additionally, U.S. Representative Lee H. Hamilton, 9th District, Indiana, has asked for an extension of the line because of the resulting economic hardship that curtailment of service would have on the adjacent areas.

Another source of information came from John C. Kohl, Trustee of the Philadelphia, Baltimore and Washington Railroad Company, who supports abandonment of this line in the absence of information indicating that traffic will increase.

Information for Line Retention Decision

Revenue received by PC		$15,078
Average revenue per carload	$265	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	64,759	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	9,472	
Total variable (avoidable) cost		74,231
Net contribution (loss): Total		(59,153)
Average per carload		(1,038)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

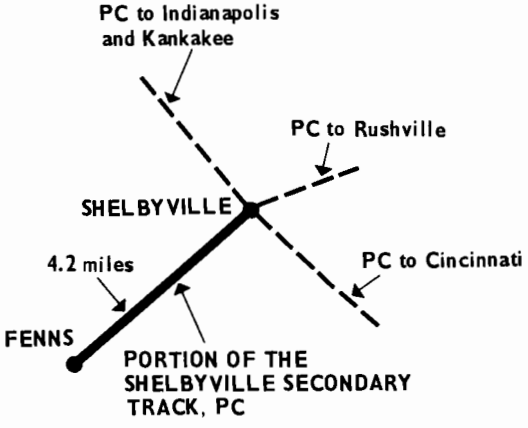
Preliminary Recommendation

It is *not* recommended that this portion of the Shelbyville Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $59,153 or $1,038 per carload. Recovery of costs would require approximately an 11-fold increase in traffic or a 390 percent rate increase over the 1973 levels.

PORTION OF THE SHELBYVILLE SECONDARY TRACK

USRA Line No. 584

Penn Central



This portion of the Shelbyville Secondary Track, formerly part of the Pennsylvania RR, extends from *Fenns* (Milepost 18.8) to *Shelbyville, Ind.* (Milepost 23.0), a distance of *4.2 miles*, in Shelby County, Indiana. A continuation of this line extends northeastward from Shelbyville. The continuation is under study in this Report. At Shelbyville this line connects with the PC Cincinnati to Kankakee line. PC has filed for abandonment with the ICC Docket No. AB–5, Sub. 57, 58 and 59 and USRA Docket No. 75–53. This line was described as potentially excess in the U.S. DOT Report (see Zone 122).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Fenns	1
Total carloads generated by the line	1
Average carloads per week	0.02
Average carloads per mile	0.2
Average carloads per train	0.5
1973 operating information:	
Number of round trips per year	2
Estimated time per round trip (hours)	1.5
Locomotive horsepower	1,750
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that there was little public protest to the possible abandonment of this line. Certain-Teed Products Corporation ships over this line and has recently invested $15,000 for its Shelbyville Plant. Certain-Teed estimated a 15 percent increase in its rail usage. The Governor's Rail Task Force indicated that the line had a $14,868 operating loss. The Task Force recommended the abandonment of this line due to insufficient traffic and no growth prospects.

Information for Line Retention Decision

Revenue received by PC		$200
Average revenue per carload	$200	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	26,750	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	13,757	
Cost incurred beyond the branch line	135	
Total variable (avoidable) cost		40,642
Net contribution (loss): total		(40,442)
Average per carload	(40,442)	

The line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 2,100 crossties (an average of 500 crossties per mile).

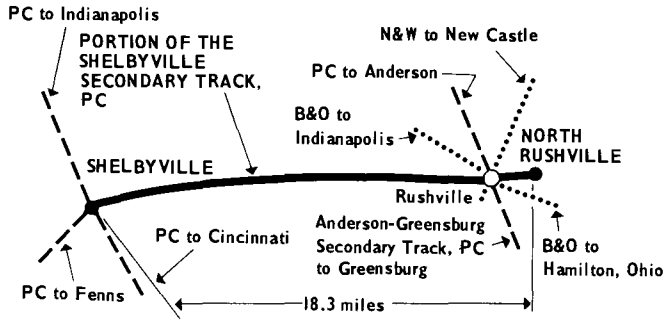
Preliminary Recommendation

It is *not* recommended that this portion of the Shelbyville Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $40,442 or $40,442 per carload.

PORTION OF THE SHELBYVILLE SECONDARY TRACK

USRA Line No. 585/586/587

Penn Central



This portion of the Shelbyville Secondary Track, formerly part of the Pennsylvania RR, extends from *Shelbyville* (Milepost 27.0), to *North Rushville, Ind.* (Milepost 45.3), a distance of *18.3 miles*, in Shelby and Rush Counties, Indiana. A continuation of this line extends southwestward from Shelbyville to Fenns (also under study in this Report). Connections include the Cincinnati to Indianapolis line at Shelbyville and the PC Anderson-Greensburg Secondary Track, the Norfolk & Western Ry., and the Baltimore & Ohio RR, at Rushville. The PC Anderson-Greensburg Secondary Track is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 120 and 122).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Ray's Crossing	17
Manilla	7
Homer	20
Rushville	360
Total carloads generated by the line	404
Average carloads per week	7.8
Average carloads per mile	22.1
Average carloads per train	4.0
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	11.0
Locomotive horsepower	1,750
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services

Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." The Governor's Rail Task Force described the area's economic activity as agribusiness. They estimated the loss generated by the line to be $53,600, indicated that the required rehabilitation would cost $288,000 and therefore recommended abandonment of the line. The USRA shippers file shows that the Schnadig Corp. at Rushville received 35 incoming cars in 1971 and 24 incoming cars in 1972. The company says the poor condition of the line is the reason for its decline in usage. The company notes that the commodities it ships and receives, including heavy density lumber and upholstered furniture, are well suited for rail transportation. Moreover, line abandonment would "certainly jeopardize the Schnadig Corporation's position in receiving their fair share of access to the nation's furniture markets." The Shelby County Chamber of Commerce, Inc. contends that this line is needed by three of the largest industries at Shelbyville, General Electric, KCL Corp., and the Admiral Corp. Moreover, continued rail service is needed if several possible industrial sites are to be developed. USRA studies show no fossil fuel reserves in the area. Alternate rail service is available at Rushville from the B&O and the N&W. Shelbyville can be served off of the Indianapolis to Cincinnati line.

Information for Line Retention Decision

Revenue received by PC		$93,646
Average revenue per carload	$232	
Variable (avoidable cost of continued services:		
Cost incurred on the branch line	191,495	
Cost of upgrading branch line to FRA class I: (1/10 of total upgrading cost)	51,006	
Cost incurred beyond the branch line	54,397	
Total variable (avoidable) cost		296,898
Net contribution (loss): Total		(203,252)
Average per carload	(503)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 9,150 crossties (an average of 500 crossties per mile).

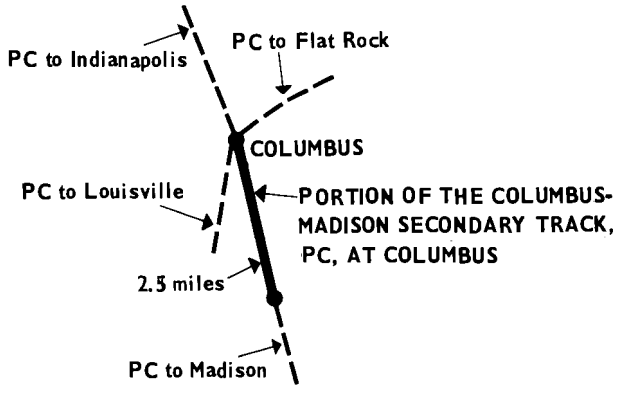
Preliminary Recommendation

It is *not* recommended that this portion of the Shelbyville Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $203,252 or $503 per carload. Recovery of costs would require approximately a five-fold increase in traffic or a 220 percent rate increase over the 1973 levels.

COLUMBUS-MADISON SECONDARY TRACK

USRA Line No. 588a

Penn Central



This portion of the Columbus-Madison Secondary Track, formerly part of the Pennsylvania RR, is at *Columbus*, Milepost 0.0 to Milepost 2.5, a distance of *2.5 miles*, in Bartholomew County, Indiana. A continuation of this line extends southward from Columbus; which is also under study in this Report. Connections include: the PC Louisville Branch, the PC Shelbyville Secondary Track. These lines are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 121).

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report," indicated that a portion of the line between Columbus, Indiana and Madison, Indiana is out of service. No specific comments were made about this short segment of track.

Information for Line Retention Decision

There are eight shippers clustered on this short 2.5 mile segment. The segment is, in fact, an industrial siding from the Indianapolis to Louisville through freight line.

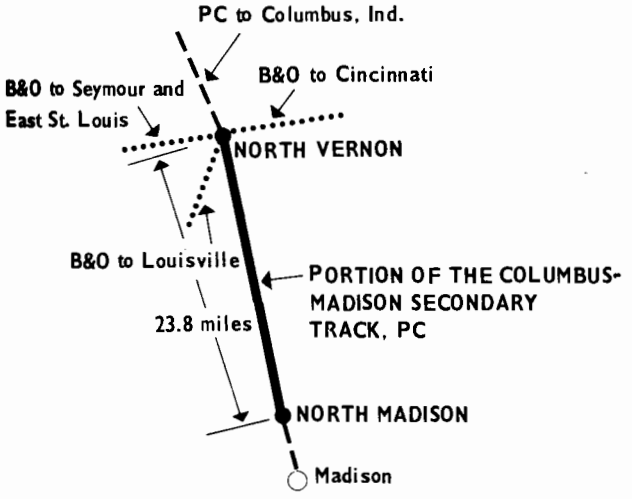
Preliminary Recommendation

It is recommended that this portion of the Columbus-Madison Secondary Track be included in the ConRail System.

PORTION OF THE COLUMBUS-MADISON SECONDARY TRACK

USRA Line No. 589

Penn Central



This portion of the Columbus-Madison Secondary Track, formerly part of the Pennsylvania RR, extends from *North Vernon* (Milepost 19.1) to *North Madison, Ind.* (Milepost 42.9), a distance of *23.8 miles*, in Jennings and Jefferson Counties, Indiana. Continuations of this line extend northwestward from North Vernon and southeastward from North Madison. These continuations are also under study in this Report. Connections at North Vernon include the Baltimore & Ohio Main Line, and a B&O branch to Jeffersonville, Ind., and Louisville, Ky. A portion of the PC extension from North Vernon to Columbus is out of service, and PC is presently operating via its Louisville Branch to Seymour, thence via the B&O to North Vernon. This line was described as potentially excess in the U.S. DOT Report (see Zone 121).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
North Vernon	69
Vernon	47
DuPont	0
Wirt	73
North Madison	2
Madison[1]	804
Total carloads generated by the line	995
Average carloads per week	19.1
Average carloads per mile	41.8
Average carloads per train	4.0
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	9.8
Locomotive horsepower	1,200
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated heavy public protest concerning possible abandonment of the line from North Vernon to Madison. (Madison is on the Indiana-Ohio border just to the south of North Madison). This is the only rail link to Madison, a manufacturing town of 25,000. The Transportation Committee of the Madison Chamber of Commerce emphasized that the potential exists to double rail use on the line if service were improved. The Chamber said that 1973 traffic data for 26 Madison-area shippers showed about 52 carloads per mile. The Indiana and Michigan Electric Co. at Jefferson needs rail service to move transformer oil and heavy equipment. The U.S. Army, Jefferson Proving Ground, also ships heavy equipment. Testimony stated that the Clifty Creek Power Plant of the Indiana-Kentucky Electric Corp. in Madison supplies electric power to the U.S. Atomic Energy Commission's gaseous diffusion plant near Portsmouth, Ohio and argues that there is no satisfactory alternative to transporting heavy machinery by rail. Furthermore, it is seeking to sell millions of tons of ash that it has reclaimed from the coal it consumes. Railroads provide it with the flexibility needed to reach markets for this material. Other companies said there is no alternative to rail for meeting their transportation needs. The Governor's Rail Task Force analyzed the line from Columbus to Madison, almost twice as long as the North Vernon to North Madison segment. It says that "the Columbus to Madison line is a 45-mile line but is not operated as such. A bridge is out at Scipio necessitating local service on an as needed basis for that station. The same applies for Elizabethtown. In serving Madison, therefore, the line actually runs over USRA segment 619 to Seymour, then over the Chessie (B&O) tracks to North Vernon and then to Madison. "The circuitous routing," the Task Force says, "is detrimental to the viability of the North Vernon-Madison line. Beyond the above, industries currently located in Madison need to have rail service due to the size of products produced. Based on the profitability of this line, the State recommends its inclusion in the Final System Plan and transfer to ConRail," the Task Force said. The USRA shippers' file noted that Rexnord, Inc. manufacturers highway construction machinery and needs rail service both for incoming material and outgoing products. USRA studies show no fossile fuel resources in this area.

Information for Line Retention Decision

Revenue received by PC	$284,738
Average revenue per carload	$286

Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	324,553	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	59,029	
Cost incurred beyond the branch line	161,592	
Total variable (avoidable) cost		545,174
Net contribution (loss): total		(260,436)
Average per carload	(262)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 11,715 crossties (an average of 492 crossties per mile).

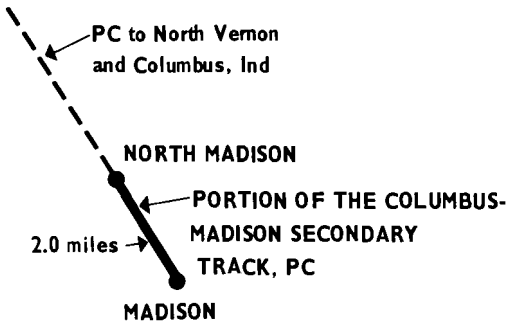
Preliminary Recommendation

It is *not* recommended that this portion of the Columbus to Madison secondary track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $260,436 or $262 per carload. Recovery of costs would require approximately a two-fold increase in traffic or a 90 percent rate increase over the 1973 levels.

PORTION OF THE COLUMBUS-MADISON SECONDARY

USRA Line No. 590

Penn Central



This portion of the Columbus-Madison Secondary Track, formerly part of the Pennsylvania RR, extends from *North Madison* (Milepost 42.9) to *Madison, Ind.* (Milepost 44.9), a distance of *2.0 miles*, in Jefferson County, Indiana. Madison is the end of this line. The continuation of this line extends northwestward from North Madison, and is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 121).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Madison [1]	178
Total carloads generated by the line	178
Average carloads per week	3.4
Average carloads per mile	89.0
Average carloads per train	3.4
1973: operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	3
Locomotive horsepower	1,200
Train crew size	5

[1] Include only traffic segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated heavy public protest concerning possible abandonment of the line from N. Vernon to Madison. This is the only rail link to Madison, a manufacturing town of 25,000, the Report observed. The Transportation Committee of the Madison Chamber of Commerce emphasized that the potential exists to double rail use on the line if service were improved. The Chamber said that 1973 traffic data for 26 Madison-area shippers showed about 52 carloads per mile. The Indiana and Michigan Electric Co. at Jefferson needs rail service to move transformer oil and heavy equipment. The U.S. Army, Jefferson Proving Ground, also ships heavy equipment, the Report notes. The Clifty Creek Power Plant of the Indiana Kentucky Electric Corp. in Madison supplies electric power to the U.S. Atomic Energy Commission's gaseous diffusion plant near Portsmouth, Ohio, the Report said, and argues that there is no satisfactory alternative to transporting heavy machinery by rail. Furthermore, it is seeking to sell millions of tons of ash that it has reclaimed from the coal it consumes. Railroads provide it with the flexibility needed to reach markets for this material. Other companies said there is no alternative to rail for meeting their transportation needs. The Governor's Rail Task Force analyzed the line from Columbus to Madison, almost twice as long as the N. Vernon to N. Madison segment and much longer than N. Madison to Madison. It says that the Columbus to Madison line is a 45-mile line but is not operated as such. A bridge is out at Scipio necessitating local service on an as needed basis for that station. The same applies for Elizabethtown. In serving Madison, therefore, the line actually runs over segment 619 to Seymour, then over the Chessie (B&O) tracks to North Vernon and then to Madison. "The circuitous routing," the task force says, "is detrimental to the viability of the North Vernon-Madison Line. Beyond the above, industries currently located in Madison need to have rail service due to the

size of products produced. Based on the profitability of this line, the state recommends its inclusion in the Final System Plan and transfer to ConRail," the Task Force said. The USRA shippers' file noted that Rexnord, Inc. manufactures highway construction machinery and needs rail service both for incoming material and outgoing products.

Information for Line Retention Decision

Revenue received by PC	$53,222
Average revenue per carload	$299
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	29,728
Cost of upgrading branch line to FRA class I: (1/10 of total upgrading cost)	6,830
Cost incurred beyond the branch line	31,094
Total variable (avoidable) cost	67,652
Net contribution (loss): total	(14,430)
Average per carload	(81)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 1,278 crossties (an average of 639 crossties per mile). USRA studies show no fossil fuel resources in this area.

Preliminary Recommendation

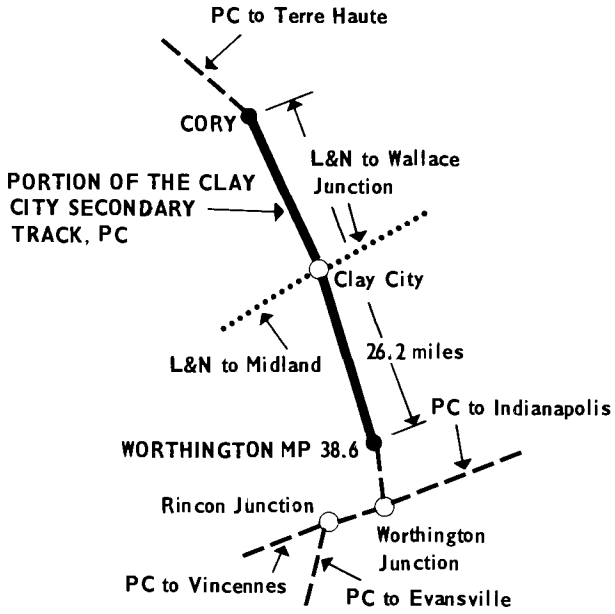
It is *not* recommended that this portion of the Columbus-Madison Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $14,430 or $81 per carload. Recovery of costs would require approximately a 65 percent increase in traffic or a 25 percent rate increase over the 1973 levels.

PORTION OF CLAY CITY SECONDARY TRACK

USRA Line No. 591

Penn Central

This portion of the Clay City Secondary Track, formerly part of the New York Central RR, extends from *Cory* (Milepost 12.4) to *Worthington, Ind.* (Milepost 38.6), a distance of *26.2 miles*, in Clay, Owen and Greene Counties, Ind. A continuation of this line extends northwestward from Cory and southeastward



from Worthington to Worthington Junction. Connections are: a Louisville & Nashville branch to Wallace Junction & Midland at Clay City and the PC Petersburg Secondary Track at nearby Worthington Junction. The latter is also under study in this Report. PC has filed for abandonment to the ICC Docket No. AB-5, Sub. 151. This line was described as potentially excess in the U.S. DOT Report (see Zone 123 and 125).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Riley	0
Cory	15
Clay City	54
Lancaster	2
Coal City	0
Mancourt	5
Total carloads generated by the line	76
Average carloads per week	1.5
Average carloads per mile	2.9
Average carloads per train	1.5
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	6
Locomotive horsepower	2,000
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Clay County Farm Bureau's operation at Clay City generates 26 cars inbound and 49 outbound, with

a potential for 35 cars inbound and between 100 and 250 outbound. The Bureau hopes that in the event of a PC abandonment, the L&N will consent to switch the Bureau's Clay City facilities.

The Governor's Rail Task Force found that the stretch of track between Riley (Milepost 10) and Worthington (Milepost 40) would require an annual subsidy of $115,956. The rehabilitation costs were estimated at $468,000. The Task Force concluded that the branch should be abandoned.

Information for Line Retention Decision

Revenue received by PC		$19,098
Average revenue per carload	$251	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	186,965	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	59,406	
Cost incurred beyond the branch line	12,748	
Total variable (avoidable) cost		259,119
Net contribution (loss): total		(240,021)
Average per carload	(3,158)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 10,296 crossties (an average of 393 crossties per mile).

An evaluation of coal reserves by USRA staff indicated that there are no recoverable reserves between Clay City and Worthington. However, there are proven reserves along the right-of-way between Greenwood and Cory (see Segment 591a). Amax Coal Co. and their Chinook Mine are currently loading coal at Riley for movement to American Electric Power Co. at Breed near Sullivan, Indiana. This coal actually moves all the way via the L & N. The L & N leases the right-of-way between Milepost 5 and Milepost 12.4 (Riley) and has already upgraded the track along this segment.

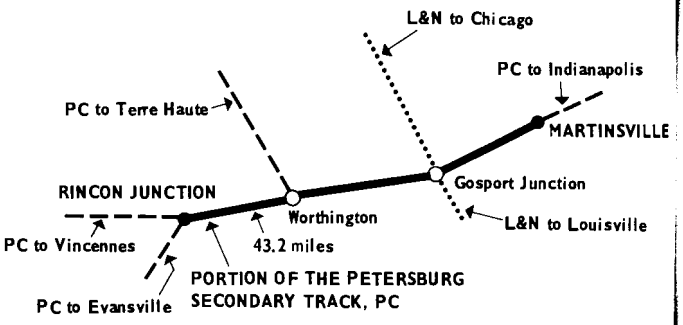
Preliminary Recommendation

It is *not* recommended that this portion of the Clay City Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $240,021 or $3,158 per carload. Recovery of costs would require approximately a thirty eight-fold increase in traffic or a 1,258 percent rate increase over the 1973 levels.

PORTION OF THE PETERSBURG SECONDARY TRACK

USRA Line No. 593

Penn Central



This portion of the Petersburg Secondary Track, formerly part of the Pennsylvania RR, extends from *Martinsville* (Milepost 30.6) to *Rincon Junction, Ind.* (Milepost 73.8), a distance of *43.2 miles*, in Morgan, Owen, and Greene Counties, Indiana. Continuations of this line extend northward from Martinsville and southwestward from Rincon Jct. The Petersburg section angles to the south from Rincon Jct. All lines are under study in this Report. Connections include: the Louisville & Nashville at Gosport (Milepost 44.1); the PC Clay City Secondary Track at Worthington (Milepost 72.3); and the PC Vincennes Secondary Track at Rincon Junction. This line was described as potentially excess in the U.S. DOT Report (see Zones 122 and 123).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Paragon	11
Gosport	0
Gosport Junction	0
Romona	0
Spencer	1,361
Freedom	1
Worthington	22
Total carloads generated by the line	1,395
Average carloads per week	26.8
Average carloads per mile	32.3
Average carloads per train	5.6
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	12
Locomotive horsepower	7,000
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated con-

cern over the ability of coal from southern Indiana's mines to move north into the Indianapolis area, among others, if this PC line were dropped. There also was concern expressed about the ability of shippers in general in southwestern Indiana to maintain adequate rail access to other parts of the state. The Peabody Coal Co. noted that its Lynnville Mine is the largest coal producing mine in Indiana and the 10th largest in the country. The Indianapolis Power and Light Co. received over 2 million tons of coal at Petersburg from the Lynnville Mine and 229,251 tons of coal at its Stout Station in Indianapolis from the Lynnville Mine. A submission by the Spencer Chamber of Commerce indicates the city, along with many other small cities all along the line, would be adversely affected by abandonment.

Information for Line Retention Decision

Revenue received by PC		$120,629
Average revenue per carload	$86	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	654,983	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	114,040	
Total variable (avoidable) cost		769,023
Net contribution (loss) total		(648,394)
Average per carload	(465)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). USRA studies confirm that this line carries substantial amounts of coal from southern Indiana.

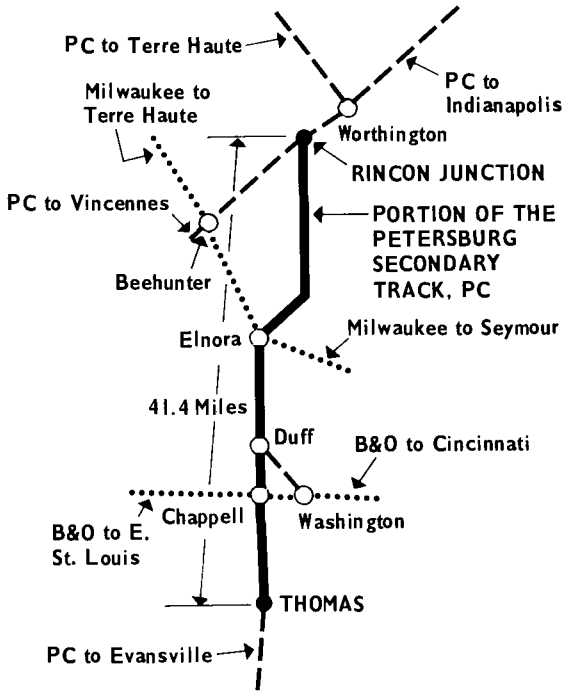
Preliminary Recommendation

It is *not* recommended that this the portion of Petersburg Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. The possibility of trackage rights around this line will be explored.

PORTION OF THE PETERSBURG SECONDARY TRACK

USRA Line No. 593a

Penn Central



This portion of the Petersburg Secondary Track, formerly part of the New York Central RR, extends from *Rincon Junction* (Milepost 41.2) to *Thomas, Ind.* (Milepost 82.6), a distance of *41.4 miles*, in Greene and Daviess Counties, Ind. Continuations of this line extend northeastward from Rincon Junction and southwestward from Thomas. Both of these are also under study in this Report. Connections include: the Chicago-Milwaukee St. Paul & Pacific to Terre Haute at Elnora (Milepost 61.2), and the Baltimore & Ohio Main Line at Chappell (Milepost 78.8). Another connection is the Vincennes Secondary Track at Rincon Junction, which is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 123).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Newberry	7
Elnora	67
Plainville	5
Graham	108
Jordan	6
Thomas	1
Total carloads generated by the line	194
Average carloads per week	3.7
Average carloads per mile	4.7
Average carloads per train	0.8
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	12
Locomotive horsepower	2,000
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated concern over the ability of coal from southern Indiana's mines to move north into the Indianapolis area, among others, if this PC line were dropped. There also was concern expressed about the ability of shippers in general in southwestern Indiana to maintain adequate rail access to other parts of the State. The Peabody Coal Co. noted that its Lynnville Mine is the largest coal producing mine in Indiana and the 10th largest in the country. The Indianapolis Power and Light Co. received over 2 million tons of coal at Petersburg from the Lynnville Mine and 229,251 tons at its Stout Station in Indianapolis from the Lynnville Mine.

Information for Line Retention Decision

Revenue received by PC		$58,924
Average revenue per carload	$304	
Available (avoidable cost of continued service:		
Cost incurred on the branch line	445,327	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	34,712	
Total variable (avoidable) cost		480,039
Net contribution (loss): total		(421,115)
Average per carload	(2,171)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). USRA studies confirm that this line carries substantial amounts of coal from southern Indiana.

This line is required to serve USRA segments 593b, 594 and 595. Shippers located on this line will continue to receive service.

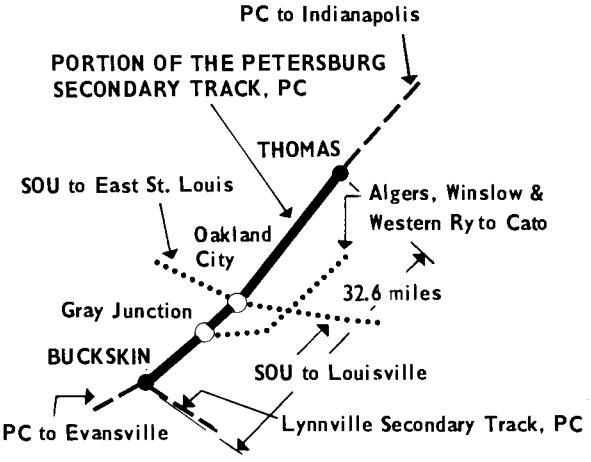
Recommendation

It is recommended that this portion of the Petersburg Secondary Track be included in the ConRail System.

PORTION OF PETERSBURG SECONDARY TRACK

USRA Line No. 593b

Penn Central



This portion of the Petersburg Secondary Track, formerly part of the New York Central RR, extends from *Thomas* (Milepost 82.6), to *Buckskin, Ind.* (Milepost 115.2), a distance of *32.6 miles*, in Daviess, Pike and Gibson Counties, Indiana. Continuation of this line extends northward from Thomas and southward from Buckskin. These continued portions are also under study in this Report. Connections include: the Southern to Louisville at Oakland City; the Algers, Winslow & Western Ry. at Gray Junction (Milepost 107.2) and the PC Lynnville Secondary Track at Buckskin. This PC line is also under study in this Report. This line from Oakland to Thomas was not described as potentially excess in the U.S. DOT Report (see Zone 123).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Bennett	0
Petersburg	15,422
Ashby	0
Little	0
Oakland City	41
Oakland City Junction	27,855
Kerwin	121
Mackey	19
Buckskin	0
Tecumseh	0
Total carloads generated by the line	43,458
Average carloads per week	831.9
Average carloads per mile	1,326.9
Average carloads per train	81.6
1973 operating information:	
Number of round trips per year	530
Estimated time per round trip (hours)	8.1
Locomotive horsepower	3,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated concern over the ability of coal from southern Indiana's mines to move north into the Indianapolis area, among others, if this PC line were dropped. There also was concern expressed about the ability of shippers in general in southwestern Indiana to maintain adequate rail access to other parts of the state. The Peabody Coal Co. noted that its Lynnville Mine is the largest coal producing mine in Indiana and the 10th largest in the country. The Indianapolis Power and Light Co. received over 2 million tons of coal at Petersburg from the Lynnville Mine and 229,251 tons of coal at its Stout Station in Indianapolis from the Lynnville Mine.

Information for Line Retention Decision

Revenue received by PC		$6, 603, 148
Average revenue per carload	$153	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	1, 286, 784	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	4, 099, 757	
Total variable (avoidable) cost		5, 386, 541
Net contribution (loss): total		1, 216, 607
Average per carload	28	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). USRA studies confirm that this line carries substantial amounts of coal from southern Indiana.

Recommendation

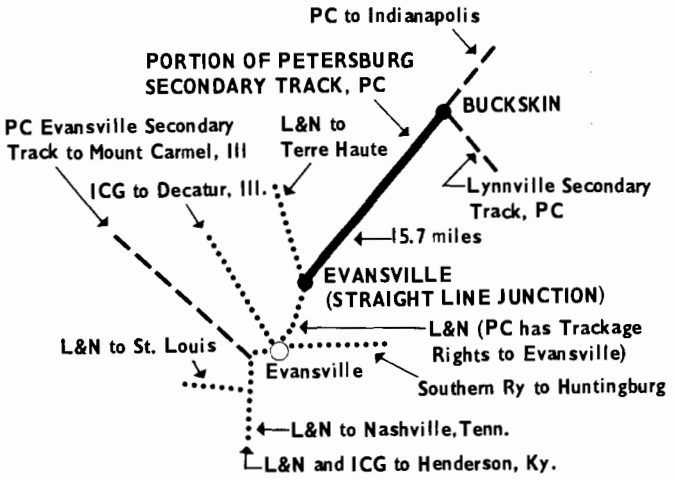
It is recommended that this portion of the Petersburg Secondary Track be included in the ConRail System.

PORTION OF THE PETERSBURG SECONDARY TRACK

USRA Line No. 594/594a

Penn Central

This portion of the Petersburg Secondary Track, formerly part of the New York Central RR, extends from *Buckskin* (Milepost 115.2), to *Evansville, Ind.* (Straight Line Junction) (Milepost 130.9), a distance



of *15.7 miles*, in Gibson, Warrick and Vanderburgh Counties, Indiana. A continuation of this line extends northeastward from Buckskin, which is also under study in this report. Connections include: the PC Lynnville Secondary Track at Buckskin, the Evansville Secondary Track at Evansville, the Southern Railway crosses at Straight Line Junction, and the Louisville and Nashville and the Illinois Central Gulf at Evansville. All PC lines are under study in this report. This line was described as potentially excess in the U.S. DOT Report (see Zones 123 and 124).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Evansville	14, 432
Elberville	7
Daylight	44
Total carloads generated by the line	14, 483
Average carloads per week	278. 5
Average carloads per mile	922. 5
Average carloads per train	7. 9
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	9. 5
Locomotive horsepower	2, 000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Whirlpool Corp. believes its experience in Evansville has proven beyond any doubts that the L&N, Southern and ICG could not, without major realignment of manpower, motive power and equipment, serve the needs of its manufacturing-warehousing complex. Whirlpool's traffic alone constitutes well over half the traffic density which the DOT Report attributed to the line. The company stated that substantially higher volumes would be

generated if substandard track conditions were corrected. The Report said the Governor's Rail Task Force did not analyze this line because at the time it was not under study by USRA. The USRA shippers' files show concern that solvent railroads which would continue in operation if the Penn Central line is dropped might not be able to handle the Evansville traffic, that Evansville's status as an inter-regional gateway might be eroded.

Information for Line Retention Decision

Revenue received by PC		$4,647,974
Average revenue per carload	$321	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	559,987	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	23,873	
Cost incurred beyond the branch line	3,055,894	
Total variable (avoidable) cost		3,639,754
Net contribution (loss): total		1,008,220
Average per carload	70	

The line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of 2,720 crossties (an average of 173 crossties per mile). USRA studies show that coal reserves are found only along the northern extension of this line.

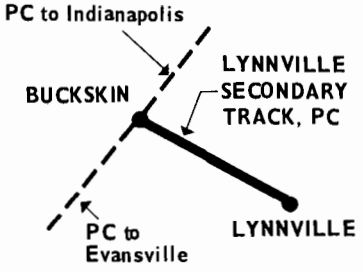
Recommendation

It is recommended that this portion of the Petersburg Secondary Track be included in the ConRail System.

LYNNVILLE SECONDARY TRACK

USRA Line No. 595

Penn Central



The Lynnville Secondary Track, formerly part of the New York Central RR, extends from *Buckskin* (Milepost 0.0), to *Lynnville, Ind.* (Milepost 7.8), a distance of *7.8 miles*, in Gibson and Warrick Counties, Indiana. At Buckskin, this line connects with the PC Petersburg Secondary Track, which is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report. (see Zones 123 and 124).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Buckskin	2
Suntec Spur	26,231
Total carloads generated by the line	26,233
Average carloads per week	504.3
Average carloads per mile	3,361.9
Average carloads per train	99.0
1973 operating information:	
Number of round trips per year	265
Estimated time per round trip (hours)	6.0
Locomotive horsepower	6,000
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Peabody Coal Company's Lynnville coal mine is the largest coal producing mine in Indiana and the tenth largest producing mine in the country. The Company's capital investment at the site is tremendous, the Report said. Peabody estimated that it would require 480 trucks each day, six days a week, to carry the coal the company now ships by rail from the Lynnville Mine. The Indianapolis Power and Light Co. received over 2 million tons at Petersburg from the Lynnville Mine via a direct PC haul through Oakland City to Petersburg. In 1973, Indianapolis Power also received 229,251 tons of coal at its Stout Station plant in Indianapolis from the Lynnville Mine. The Governor's Rail Task Force lists total branch costs as $18,785, freight revenue as $3,433,242. It calls the line perhaps the most viable branch line in the State of Indiana. Based on its viability and fossil fuel role, the State recommends continuation of service on this line and its inclusion in the new ConRail System.

Information for Line Retention Decision

Revenue received by PC		$3,411,395
Average revenue per carload	$130	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	611,285	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost		
Cost incurred beyond the branch line	2,397,311	
Total variable (avoidable) cost		3,008,596

Net contribution (loss) : total		402, 796
Average per carload	15	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). The USRA staff has confirmed the existence of the Peabody coal traffic on this branch.

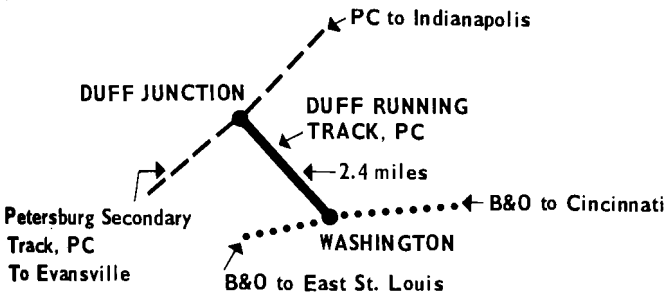
Recommendation

It is recommended that the Lynnville Secondary Track be included in the ConRail System.

DUFF RUNNING TRACK

USRA Line No. 596

Penn Central



The Duff Running Track, formerly part of the New York Central Railroad, extends from *Duff Junction* (Milepost 77.6), to *Washington, Indiana* (Milepost 80.0), a distance fo *2.4 miles*, in Daviess County, Indiana. At Duff Junction, this line connects with the PC Petersburg Secondary Track, which is also under study in this Report. Another connection is with the Baltimore & Ohio Cincinnati-East St. Louis line at Washington. PC has filed for abandonment with the ICC (Docket No. AB–5, Sub. 91). This line was not described as potentially excess in the U.S. DOT Report (see Zone 123).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Washington	85
Total carloads generated by the line	85
Average carloads per week	1. 6
Average carloads per mile	37. 0
Average carloads per train	1. 6

1973 operating information:	
Number of round trips per year	52
Estimated time per trip (hours)	1. 5
Locomotive horsepower	2, 000
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Service Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information received from the PC indicates that Whirlpool in Evansville, Indiana uses this track as an indirect route to Evansville. Apparently, because of service reasons, traffic is routed to Washington via Baltimore & Ohio and then to Evansville via PC route to Washington, Duff Junction, Evansville. The firm generates 2,000 or more cars per year.

The Governor's Rail Task Force recommends that the line be retained because traffic was of sufficient quantity to generate a substantial profit in 1973. The Task Force estimated Penn Central revenue from this line at $17,062, costs at $7,514, and profit at $9,548.

Information for Line Retention Decision

Revenue received by PC		$16, 618
Average revenue per carload	$196	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	26, 327	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	8, 932	
Cost incurred beyond the branch line	14, 939	
Total variable (avoidable) cost		50, 198
Net contribution (loss) : Total		(33, 580)
Average per carload	(395)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 1,150 crossties (an average of 500 crossties per mile).

An evaluation of coal reserves by USRA staff indicates that this line is currently used as an interchange route for some coal shipments.

Preliminary Recommendation

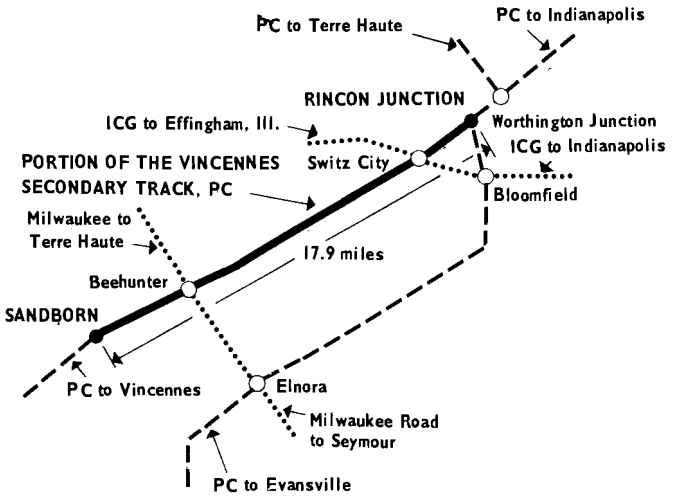
It is *not* recommended that the Duff Running Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $33,580 or $395 per carload. Recovery of costs would require approximately a twenty-fold in-

crease in traffic or a 200 percent rate increase over the 1973 levels.

PORTION OF THE VINCENNES SECONDARY TRACK

USRA Line No. 597

Penn Central



This portion of the Vincennes Secondary Track, formerly part of the Pennsylvania RR, extends from *Rincon Junction* (Milepost 73.8), to *Sandborn, Ind.* (Milepost 91.7), a distance of *17.9 miles*, in Greene and Knox Counties, Indiana. A continuation of this line extends southwestward from Sandborn; it is also under study in this Report. Connections include: the PC Petersburg Secondary Track at Rincon Junction; the Illinois Central Gulf RR to Indianapolis and Effingham, Illinois, at Switz City; and the Chicago, Milwaukee, St. Paul and Pacific RR to Terre Haute and Seymour at Beehunter. The PC line is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 123).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Switz City	22
Lyons	5
Bushrod	25
Beehunter	21
Total carloads generated by the line	73
Average carloads per week	1.4
Average carloads per mile	4.2
Average carloads per train	1.4
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	8
Locomotive horsepower	1,750
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that this line is a major through-route for coal shipments and curtailment of service would necessitate a virtually impossible switch to motor carriers. Miami County Circuit Judge John L. Niblack pointed out that the PC delivers 640,000 tons of coal to the Martinsville plant using a switch at Sandborn. The only alternative to this route is a line that needs rehabilitating. He also noted the loss of tax revenues to the communities should the railroads abandon operations.

Other testimony expounded on the large shipments of coal and the inherent problems that would arise due to a switch to another transportation mode.

Additionally, the Greene County Farm Cooperative Association emphasized the necessity of rail service to the agriculture industry.

Information for Line Retention Decision

Revenue received by PC		$14,974
Average revenue per carload	$205	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	160,778	
Cost of upgrading branch line to FRA class I (1/10 of cost upgrading cost)		39,254
Cost incurred beyond the branch line		11,792
Total variable (avoidable) cost		211,824
Net contribution (loss): total		(196,850)
Average per carload	(2,696)	

This line would require minimum upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standard (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 7,242 crossties (an average of 404 crossties per mile).

An evaluation of coal reserves by USRA staff confirms that this line is currently used as a through-route for coal shipments.

The portion of this line between Sandborn and Switz City is required to serve USRA segment 598.

Preliminary Recommendation

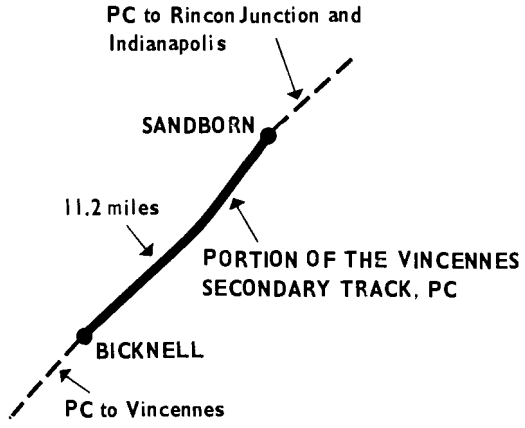
It is *recommended* that the portion of the Vincennes Secondary Track between Sandborn and Switz City be included in the ConRail System.

It is *not* recommended that the portion of the Vincennes Secondary Track between Switz City and Rincon Junction be included in the ConRail System.

PORTION OF THE VINCENNES SECONDARY TRACK

USRA Line No. 598

Penn Central



This portion of the Vincennes Secondary Track, formerly part of the Pennsylvania RR, extends from *Sandborn* (Milepost 91.7) to *Bicknell, Ind.* (Milepost 102.9), a distance of *11.2 miles*, in Knox County, Ind. Continuations of the line extend northeastward from Sandborn and southwestward from Bicknell. Both are also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 123).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Sandborn	14,379
Westphalia	1
Edwardsport	308
Bicknell	92
Hawthorne	10
Total carloads generated by the line	14,550
Average carloads per week	270.9
Average carloads per mile	1,257.5
Average carloads per train	93.9
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	4.0
Locomotive horsepower	7,000
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

The Governor's Rail Task Force indicates that PC earns $207,785 in freight revenues as compared to $97,682 in branch costs equaling a $190,112 estimated profit. Total rehabilitation costs totaled $240,000. The total annual traffic over this line was 971 carloads or 37 cars per mile. There is also an electrical generation facility on the line. For these reasons and others mentioned about USRA Line No. 597, the Task Force recommends inclusion of this line in the Final System Plan.

Information for Line Retention Decision

Revenue received by PC		$2,151,331
Average revenue per carload	$153	
Variable (avoidable) cost on continued Service:		
Cost incurred on the branch line	449,309	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	42,957	
Cost incurred beyond the branch line	1,469,315	
Total variable (avoidable) cost		1,961,581
Net contribution (loss): total		189,750
Average per carload	13	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 6,720 crossties (an average of 600 crossties per mile). An evaluation of coal reserves by USRA staff confirms that this line is used to move coal to Edwardsport.

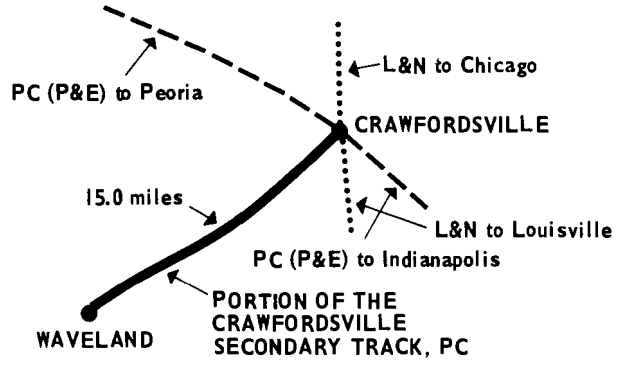
Recommendation

It is recommended that this portion of the Vincennes Secondary Track be included in the ConRail System.

PORTION OF THE CRAWFORDSVILLE SECONDARY TRACK

USRA Line No. 602

Penn Central



This portion of the Crawfordsville Secondary Track, formerly part of the Pennsylvania RR, extends from *Waveland* (Milepost 37.0), to *Crawfordsville, Ind.*

(Milepost 52.0), a distance of *15.0 miles*, in Montgomery County, Indiana. Continuations of this line did extend northeastward from Crawfordsville and southwestward from Waveland. These continuations have been abandoned. There are two connections on this line. They are the PC Peoria & Eastern line, and the Louisville & Nashville Chicago-Louisville line, both at Crawfordsville. The PC line is also under study in this Report. The PC has filed for abandonment of this line with the ICC and USRA (Finance Docket No. 26784; USRA Docket No. 75–50). This line was described as potentially excess in the U.S. DOT Report (see Zone 126).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Crawfordsville [1]	3
Waveland	0
Total carloads generated by the line	3
Average carloads per week	0.1
Average carloads per mile	.2
Average carloads per train	.5
1973 operating information:	
Number of round trips per year	6
Estimated time per round trip (hours)	4
Locomotive horsepower	1,750
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report".

The Governor's Rail Task Force recommends abandonment of this line due to insufficient traffic. A letter received from Otis R. Bowen, M.D., Governor of the State of Indiana, substantiated the Rail Task Force's opinion, and additionally, it noted that total 1973 shipments on this line were 7 carloads.

A letter received from Harold B. Taylor of West Lafayette, Ind., indicated that he is in favor of abandoning this line because of the deterioration of the railroad property.

Information for Line Retention Decision

Revenue received by PC		$759
Average revenue per carload	$253	
Variable (avoidable) cost of continued service		
Cost incurred on the branch line	97,142	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	41,016	
Cost incurred beyond the branch line	319	
Total variable (avoidable) cost		138,477
Net contribution (loss) total		(137,718)
Average per carload		(45,906)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 10,365 crossties(an average of 691 crossties per mile).

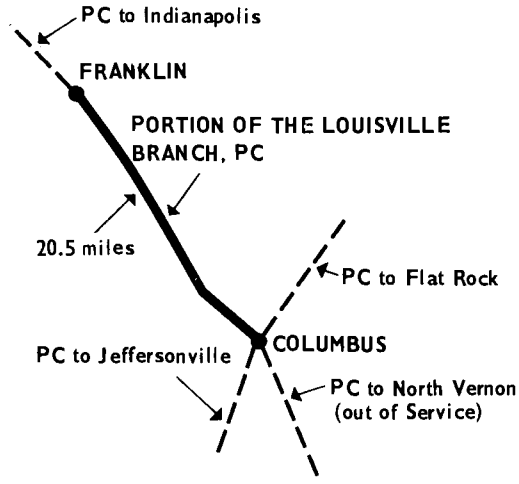
Preliminary Recommendation

It is *not* recommended that this portion of the Crawfordsville secondary track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $137,718 or $45,906 per carload. Recovery of costs would require approximately a three hundred-fold increase in traffic or a 18.145 percent rate increase over the 1973 levels.

PORTION OF THE COLUMBUS TO LOUISVILLE LINE

USRA Line No. 619

Penn Central



This portion of the Columbus to Louisville Line, formerly part of the Pennsylvania RR, extends from *Franklin* (Milepost 20.0) to *Columbus, Ind.* (Milepost 40.5) a distance of *20.5 miles*, in Johnson and Bartholomew Counties, Indiana. Continuations of this line extend northward from Franklin to Indianapolis and southward from Columbus to Jeffersonville and Louisville. The latter portion is also under study in this Report. Connections at Columbus include: the PC Shelbyville Secondary Track to Flat Rock and the PC Columbus—Madison Secondary Track also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 121 and 122).

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that most objections to curtailment of service centered on the discontinuance of service from Indianapolis to Louisville.

The Edinburg Chamber of Commerce is vehemently opposed to any discontinuance of rail service. According to the Chamber, the possibility exists that over 1,200 people would lose their jobs. Three firms from Edinburg agreed wholeheartedly with the Chamber. Community Grain, Inc. of Edinburg, with capital investments of $.5 million, are fearful of losing their business if rail service is discontinued. Huntington Creek Corp., DBA Lotus Warehouses estimates that the cost of relocating a new elevator would cost over $.5 million. The American Walnut Association noted that 3 firms at Edinburg are responsible for shipping 41 percent of the domestic and export walnut veneer. The increased costs attributed to the switch to truck freight service would affect their ability to compete. Congressman William G. Bray termed the impact of abandonment on Edinburg disastrous. He added that Edinburg generates 2,675 cars per year and one firm is delaying expansion pending determination of the line's status.

The Governor's Rail Task Force indicates that PC earned $486,101 in freight revenues as opposed to $78,-897 in branch costs equalling a $407,211 estimated profit. The total annual traffic over this line totaled 1,935 carloads or 92 cars per mile. This section of track is also used by Amtrak for north-south passenger service. For these reasons and those mentioned above, the Task Force feels that this line warrants inclusion into the Final System Plan.

Information for Line Retention Decision

This line is required for through freight service, therefore local rail service will be provided to all shippers located on the line.

Recommendation

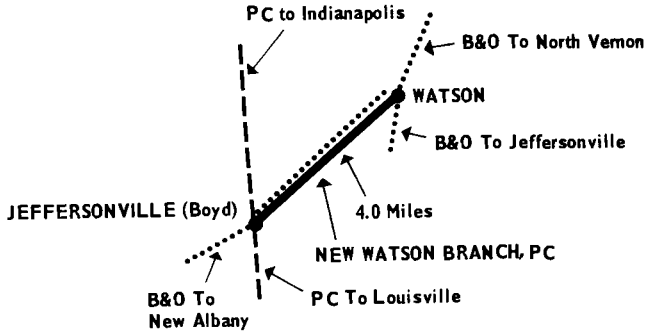
It is recommended that this portion of the Columbus to Louisville Line be included in the ConRail System.

NEW WATSON BRANCH

USRA Line No. 621

Penn Central

The New Watson Branch, formerly part of the Pennsylvania RR, extends from *Jeffersonville* (Milepost 0.0)



to *Watson, Ind.* (Milepost 4.0), a distance of *4.0 miles*, in Clark County, Ind. This line connects with the following lines: the PC Louisville Branch, the PC New Albany Branch and the B&O to North Vernon at Jeffersonville. It also connects with the Baltimore & Ohio to Vernon at Watson. The PC lines are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 205).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Charlestown	548
Watson	0
Total carloads generated by the line	548
Average carloads per week	10.5
Average carloads per mile	137.0
Average carloads per train	3.7
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	3
Locomotive horsepower	1,200
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." The Indiana Army Ammunition Depot at Charlestown owns the track from Watson to Charlestown, but it is switched by the PC.

Information for Line Retention Decision

Revenue received by PC		$248,379
Average revenue per carload	$453	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	57,038	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	9,036	
Cost incurred beyond the branch line	118,979	
Total variable (avoidable) cost		185,053
Net contribution (loss): total		63,326
Average per carload	116	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 2,000 crossties (an average of 500 crossties per mile).

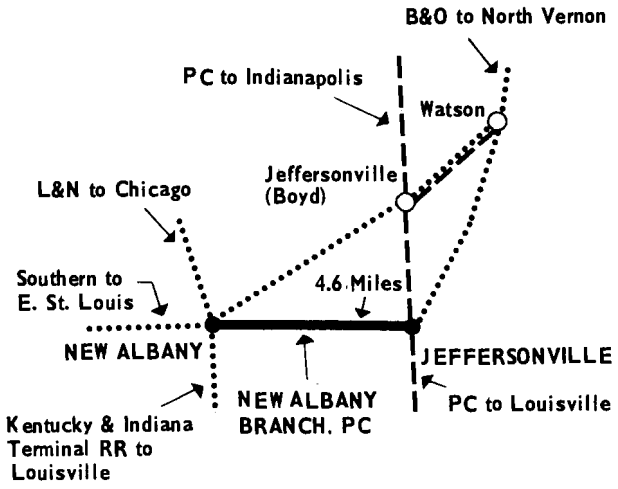
Recommendation

It is recommended that the New Watson Branch be included in the ConRail System.

NEW ALBANY BRANCH

USRA Line No. 621b

Penn Central



The New Albany Branch, formerly part of the Pennsylvania RR, extends from *Jeffersonville* (Milepost 0.0) to *New Albany, Ind.* (Milepost 4.6), a distance of *4.6 miles*, in Clark and Floyd Counties, Indiana. At Jeffersonville, this line connects with the PC Louisville Branch and the Baltimore & Ohio line to North Vernon. The PC lines are also under study in this Report. At New Albany, this line connects with the Southern Main Line, the Baltimore & Ohio to North Vernon, the Louisville & Nashville to Bloomington and the Kentucky & Indiana Terminal to Louisville. This line was not described as potentially excess in the U.S. DOT Report (see Zone 205).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Jeffersonville[1]	161
New Albany	236
Total carloads generated by the line	397
Average carloads per week	7.6
Average carloads per mile	86.3
Average carloads per train	3.2
1973 operating information:	
Number of round trips per year	125
Estimated time per round trip (hours)	2
Locomotive horsepower	1,200
Train crew size	4

[1] (Includes only traffic on segment).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$144,330
Average revenue per carload	$364	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	55,645	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	17,154	
Cost incurred beyond the branch line	78,629	
Total variable (avoidable) cost		151,428
Net contribution (loss): total		(7,098)
Average per carload		(18)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,290 crossties (an average of 498 crossties per mile).

Although this line generates a loss, a 10 percent increase in traffic or a 5 percent rate increase over 1973 levels would enable financial self-sufficiency.

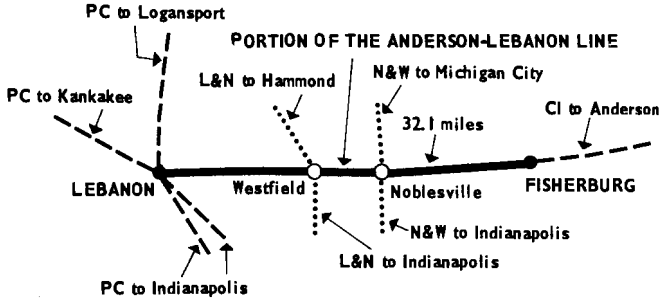
Recommendation

It is recommended that the New Albany Branch be included in the ConRail System.

PORTION OF ANDERSON-LEBANON LINE

USRA Line No. 622/623

Central Indiana Railway



This portion of the Anderson-Lebanon line of the Central Indiana Railway extends from *Fisherburg* (Milepost 10.6), to *Lebanon, Ind.* (Milepost 42.7), a distance of *32.1 miles*, in Madison, Hamilton, and Boone Counties, Indiana. A continuation of this line extends eastward from Fisherburg. Connections include: the Norfolk & Western to Michigan City and Indianapolis at Noblesville; the Louisville & Nashville to Hammond and Indianapolis at Westfield; and at Lebanon, the PC Cincinnati-to-Kankakee line and the PC I&F Branch. Portions of both of the PC lines are also under study in this Report. PC has filed for abandonment of this line with the ICC, Finance Docket No. 26587; with USRA, Docket No. 75–561. This line was described as potentially excess in the U.S. DOT Report (See Zone 122).

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Brockway Glass Company employs 500 people and operates 24 hours per day, 7 days per week. The firm receives 50 percent of their traffic via PC and 50 percent via Norfolk & Western. The firm emphasized the need to maintain this delivery ratio between the carriers in order to continue their 7-day-a-week operation. The firm stated that motor carriers could not supply the necessary service if rail freight via PC was discontinued. Without adequate rail service, the firm may be forced to cease operations.

Tebco Fertilizer Co. is concerned about the effects on the agricultural communities. They stated that fertilizer does not lend itself to truck shipments because of increased freight charges and the necessity of moving large amounts rapidly.

The Central Indiana Railroad has not responded to a request from the Governor's Rail Task Force for traffic data concerning the line. Therefore, the Task Force has delayed making any recommendation for the line at this time.

Testimony was received from William Hudnut, Illinois Congressman, 11th Congressional District, indicating that this line is the only right-of-way bypassing Indianapolis.

Information for Line Retention Decision

The Central Indiana Railway is independent of the PC and therefore has not been subjected to detailed analysis and is not to be a part of the ConRail System.

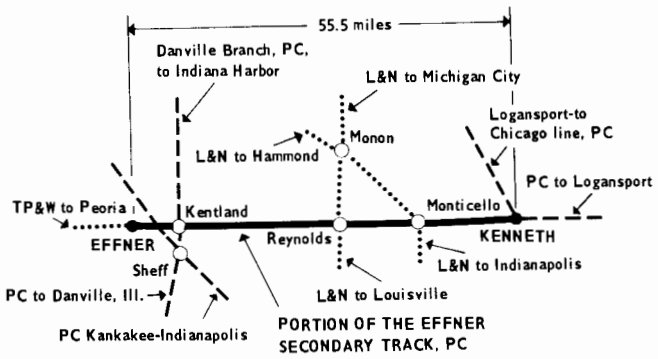
Preliminary Recommendation

It is *not* recommended that this portion of the Central Indiana Railway be included in the ConRail System.

PORTION OF THE EFFNER SECONDARY TRACK

USRA Line No. 630

Penn Central



This portion of the Effner Secondary Track, formerly part of the Pennsylvania RR, extends from *Kenneth* (Milepost 5.7) to *Effner, Ind.* (Milepost 61.2), a distance of *55.5 miles*, in Cass, White, Jasper and Newton Counties, Ind. A continuation of this line extends eastward from Kenneth to Logansport. Connections are: the PC Logansport-to-Chicago line at Kenneth; the Louisville and Nashville line to Hammond and Indianapolis at Monticello; the Louisville and Nashville to Michigan City and Louisville at Reynolds; the PC Danville Branch at Kentland; and the Toledo Peoria & Western RR to Peoria at Effner. The PC Danville Branch is also under study in this Report, as is a portion of the PC Logansport to Chicago line. The portion of this line from Monticello to Kenneth was described as potentially excess in the U.S. DOT Report (see Zones 117 and 128).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Lake Ciecott	0
Burnettsville	32
Idaville	34
Monticello	895
Reynolds	1,240
Seafield	0
Wolcott	159
Remington	927
Goodland	945
Perkins	18
Effner	5
Kentland [1]	271
Total carloads generated by the line	4,526
Average carloads per week	87.0
Average carloads per mile	81.5
Average carloads per train	15.1

See footnote at end of table.

1973 Operating information:

Number of round trips per year	300
Estimated time per round trip (hours)	12
Locomotive horsepower	3,500
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the testimony directed itself only to the portion of the line from Monticello to Kenneth. The Toledo Peoria & Western protested abandonment on the grounds that discontinuance of service would destroy its competitive position because the TP&W's only eastern connection is with this PC line at Effner, to the west of Kenneth.

The Monticello Chamber of Commerce maintained that area businesses are dependent upon rail service to maintain their competitive position. Another firm submitting testimony, the Cheesebrough Ponds Company, generated 900 tons of freight over this line in 1973. The company depends on a multimodal distribution system.

The Chemetron Corporation stated that it is vitally dependent on the railroads. The company transports heavy, bulky items. In 1973, the firm shipped 537 carloads over this line. Until the line's status is resolved, they are delaying any expansion.

Testimony received from Edward J. Hassenger, Traffic Manager, The Early & Daniel Co. advocates the retention of the TP&W Peoria, Illinois to Kentland, Indiana connection. This connection is preferred in lieu of Chicago because of distance and congestion problems.

The TP&W has suggested to USRA staff that they are interested in somehow maintaining an eastern interchange with a main line of ConRail. The TP&W may even be interested in purchasing part of the former PC lines in this area in order to protect their connections with ConRail.

Information for Line Retention Decision

Revenue received by PC		$1,752,792
Average revenue per carload	$387	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	748,571	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	51,207	
Cost incurred beyond the branch line	1,326,743	
Total variable (avoidable) cost		2,126,521
Net contribution (loss): total		(373,729)
Average per carload	(83)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,280 crossties (an average of 23 crossties per mile). The TP&W has suggested to USRA staff that they are interested in maintaining an eastern interchange with a main line of ConRail. The TP&W may be interested in purchasing part of the former PC lines in this area in order to protect such a connection.

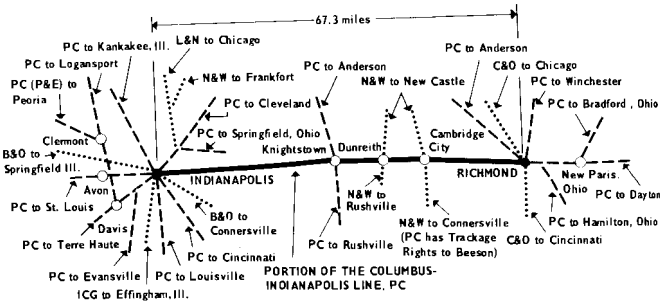
Preliminary Recommendation

It is *not* recommended that this portion of the Effner Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $373,729 or $83 per carload. Recovery of costs would require approximately a 90-percent increase in traffic or a 20-percent rate increase over the 1973 levels. It is expected that the TP&W will be interested in acquiring the track between Effner and Kentland (see Appendix D).

PORTION OF THE COLUMBUS-TO-INDIANAPOLIS LINE

USRA Line No. 633

Penn Central



This portion of the Columbus-to-Indianapolis Line, formerly part of the Pennsylvania RR, extends from *Richmond* (Milepost 119.6) to *Indianapolis, Ind.* (Milepost 186.9), a distance of *67.3 miles*, in Wayne, Henry, Hancock and Marion Counties, Ind.

A continuation of this line extends eastward from Richmond towards Dayton, Ohio. At Richmond, this line connects with the Penn Central Richmond Branch to Hamilton, Ohio and Anderson, Ind., the Penn Central Newman Secondary Track to Winchester, and the Chesapeake & Ohio to Chicago and Cincinnati. Other connections are: the Norfolk & Western at Cambridge City and Dunreith, the Penn Central Anderson-Greensburg Secondary Track at Knightstown, and at Indianapolis, the Penn Central Louisville Branch, the Penn

Central Cincinnati-to-Kankakee Line, the Penn Central Petersburg Secondary Track to Evansville, the Penn Central to Springfield, Ohio, Peoria & Eastern Line, the Penn Central Greencastle Branch to Terre Haute, the Penn Central Springfield Branch, the Penn Central Cleveland-to-Indianapolis Line, the Penn Central Indianapolis-to-St. Louis Line, the Penn Central I&F Branch, the Baltimore & Ohio to Chicago and the Norfolk & Western to Frankfort. This line was not described as potentially excess in the U.S. DOT Report (see Zones 120 and 122).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Richmond [1]	8,521
Centerville	440
Germantown	24
Straughn	31
Cambridge City	69
Dunreith	35
Charlottesville	117
Greenfield	577
Gem	186
Knightstown [1]	64
Cumberland	89
Indianapolis [1]	5,164
Total carloads generated by the line	15,317
Average carloads per week	294.6
Average carloads per mile	227.6
Average carloads per train	61.3
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	36
Locomotive horsepower	1,750
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

The Governor's Rail Task Force indicated that the line generated $3,547,754 in freight revenues as opposed to $240,448 branch costs equaling an estimated profit of $3,307,306. Estimated rehabilitation costs are $704,000 (these are all 1973 figures). The segment carload figures are 13,141 or 205 per mile. The analysis indicates that the line appears to be profitable and capable of covering rehabilitation costs. Therefore, the Task Force recommends retention of service on this line.

Information for Line Retention Decision

Revenue received by PC		$4,182,160
Average revenue per carload	$273	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	1,336,767	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	1,965,072	
Total variable (avoidable) cost		3,301,839
Net contribution (loss): total		880,321
Average per carload	57	

The majority of the traffic listed above is generated at Richmond and Indianapolis. Those shippers located in these two areas will continue to receive service. The portion of the line between Richmond and Indianapolis appears to generate insufficient traffic to be financially self sufficient.

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). This segment is presently used by Amtrak for service between Columbus, Ohio, and St. Louis. In order to preserve this direct passenger route, Amtrak may wish to acquire this segment as provided for in the Reorganization Act.

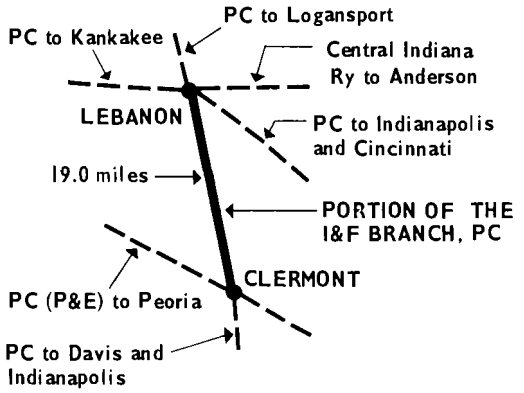
Preliminary Recommendation

It is *not* recommended that the portion of the Richmond to Indianapolis Line between these cities be included in the ConRail System. However, shippers located in Richmond and Indianapolis will continue to receive service.

PORTION OF THE I&F BRANCH

USRA Line No. 634

Penn Central



This portion of the I&F Branch, formerly part of the Pennsylvania RR, extends from *Clermont* (Mile-

post 12.6), to *Lebanon, Indiana* (Milepost 31.6), a distance of *19.0 miles*, in Boone, Hendricks, and Marion Counties, Indiana. Continuations of this line extend northward from Lebanon and southward from Clermont. Connections at Lebanon include: the PC Cincinnati to Kankakee line and the Central Indiana Ry. to Anderson. Portions of both of these continuations are also under study in this Report. Connections at Clermont are made with the PC Peoria & Eastern line which is also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 122).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

The Governor's Rail Task Force did not analyze this line.

Information for Line Retention Decision

This line is required for through freight service, therefore local rail service will be provided to all shippers located on the line.

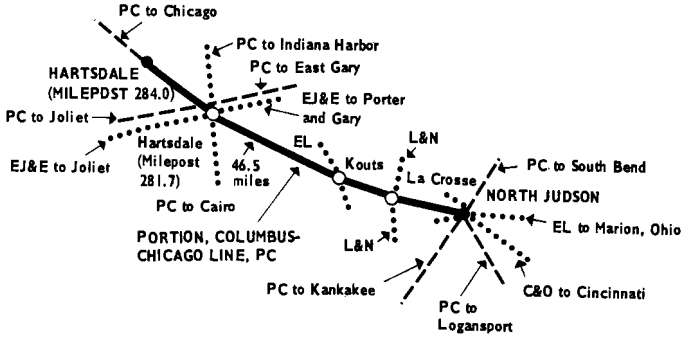
Recommendation

It is recommended that this portion of the I&F Branch be included in the ConRail System.

PORTION OF COLUMBUS-CHICAGO LINE

USRA Line No. 689a

Penn Central



This portion of the Columbus to Chicago Line, formerly part of the New York Central RR, extends from *North Judson* (Milepost 237.5) to *Hartsdale* (Milepost 284.0), a distance of *46.5 miles*, in Starke, Porter and Lake Counties, Ind. From North Judson, the line extends to Logansport where it intersects with both north-south and east-west PC lines. At Hartsdale there are alternative routes into Chicago as well as an east-west line to Joliet and Porter. Connection with C&O are at North Judson and LaCrosse. The EL is intersected at North Judson and Kouts and there is a connection to the EJ&E at Hartsdale. This line was not described as potentially excess in the U.S. DOT Report (see Zones 128 and 130).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
LaCrosse	26
Kouts	58
Aylesworth	302
Hebron	2
Leroy	18
Crown Point	390
Schererville	552
Total carloads generated by the line	1,348
Average carloads per week	25.9
Average carloads per mile	29.0
Average carloads per train	6.0
1973 operating information:	
Number of round trips per year	225
Estimated time per round trip (hours)	6
Locomotive horsepower	1,750
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated, in general, that trucks could not provide an adequate transportation alternative to rail. Weight restrictions and the sheer volume of grain shipped were cited as the reasons. Much of the testimony focused on the need to maintain Indiana lines for serving overhead traffic.

This segment was designated for study after the publication of the Task Force study. Therefore, no analysis of the line was included in that Report.

Information for Line Retention Decision

Revenue received by PC		$493,351
Average revenue per carload	$366	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	435,835	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	279,733	
Total variable (avoidable) cost		715,568
Net contribution (loss): Total		(222,217)
Average per carload	(165)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

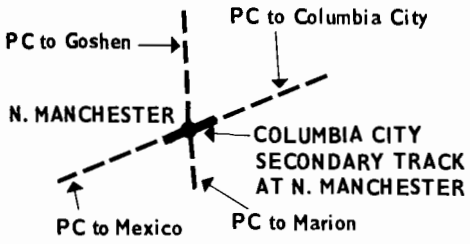
Recommendation

It is recommended that this portion of the Columbus to Chicago Line be included in the ConRail System as an alternative through route pending rehabilitation of the parallel route via Sheff.

PORTION OF COLUMBIA CITY SECONDARY TRACK

USRA Line No. 700

Penn Central



This portion of the Columbia City Secondary Track, formerly part of the Pennsylvania RR, extends from Milepost 36.9 to Milepost 37.2, a distance of *0.3 miles*, at *N. Manchester*, in Wabash County, Ind. This line was described as potentially excess in the U.S. DOT Report (see Zone 117).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report". The Governor's Rail Task Force reported that it had no data about this line and therefore could not make a recommendation.

Information for Line Retention Decision

This line does not directly serve any shippers.

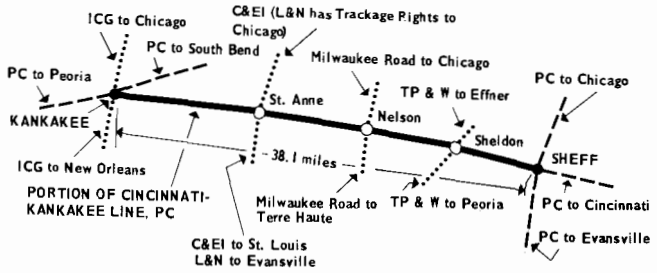
Preliminary Recommendation

It is *not* recommended that this portion of the Columbia City Secondary Track be included in the ConRail System.

PORTION OF CINCINNATI-TO-KANKAKEE LINE

USRA Line No. 577a

Penn Central



This portion of the Cincinnati-to-Kankakee Line, formerly part of the Pennsylvania RR, extends from *Sheff, Ind.* (Milepost 211.3), to *Kankakee, Ill.* (Milepost 249.4), a distance of *38.1 miles*, in Iroquois and Kankakee Counties, Ill. and Benton County, Ind. A continuation of this line extends eastward to Cincinnati, also under study in this Report. This line connects with the PC to Evansville and the PC to Chicago at Sheff, Ind. These two lines are both under study in this Report. This line connects with the TP&W lines to Effner and to Peoria at Sheldon. At Nelson this line connects with the Milwaukee Road Chicago-Terre Haute Main Line. This line also connects with the C&EI Main Line from Chicago to Evansville at St. Anne. (The C&EI line to Chicago uses the L&N trackage. At Kankakee this line connects with the ICG Chicago-New Orleans Main Line. It also connects with the PC lines to South Bend and to Peoria at Kankakee).

This line was not described as potentially excess in the U.S. DOT Report (see Zones 128 and 139).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Raub	149
Sheldon	1,194
Iroquois	109
Donovan	184
Beaverville	204
St. Anne	132
Aroma Park	15
Kankakee[1]	482
Total carloads generated by the line	2,469
Average carloads per week	47.5
Average carloads per mile	64.8
Average carloads per train	16.5

1973 operating information:

Number of round trips per year	150
Estimated time per round trip (hours)	7
Locomotive horsepower	1,750
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

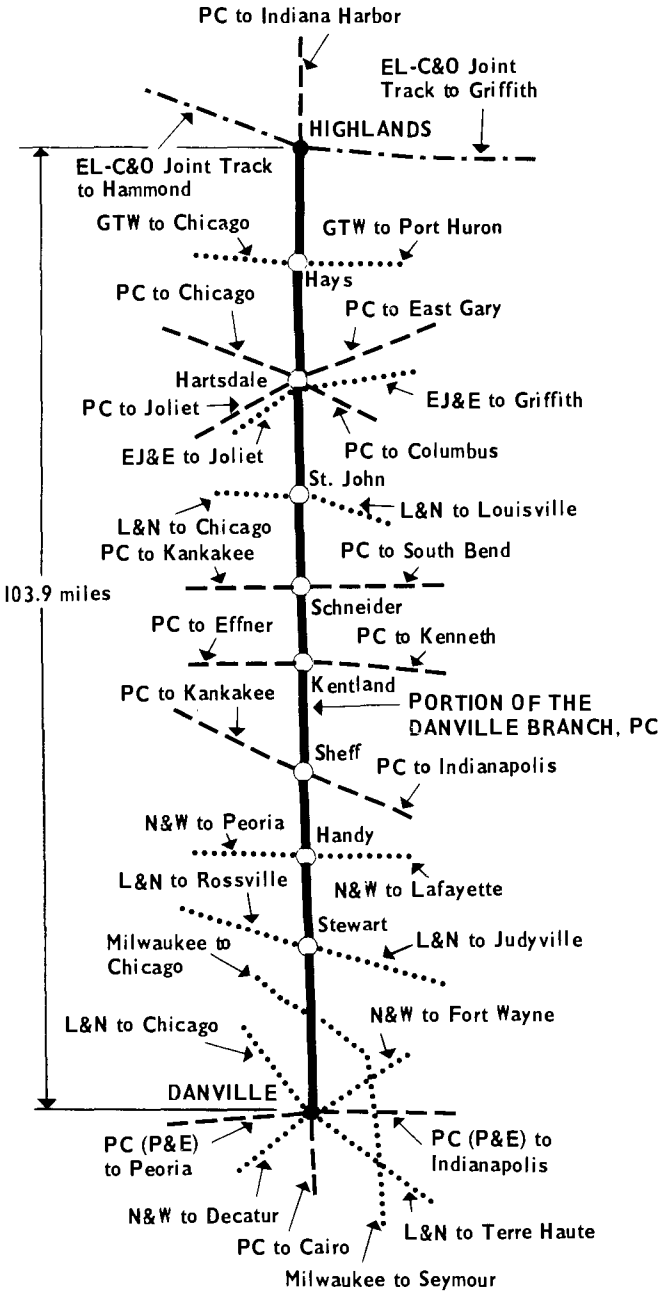
Information for Line Retention Decision

Revenue received by PC		$1,034,157
Average revenue per carload		$419
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	376,695	
Cost of upgrading branch line to FBA Class I:		
(1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	834,436	
Total variable (avoidable) cost		1,211,131
Net contribution (loss): total		(176,974)
Average per carload		(72)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

Preliminary Recommendation

It is *not* recommended that this portion of the Cincinnati to Kankakee Line be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $176,974 or $72 per carload. Recovery of costs would require approximately a 90 percent increase in traffic or a 17 percent rate increase over the 1973 levels.



PORTION OF THE DANVILLE BRANCH

USRA Line No. 604

Penn Central

This portion of the Danville Branch, formerly part of the New York Central RR, extends from *Highlands, Ind.* (Milepost 6.3) to *Danville, Ill.* (Milepost 110.2), a distance of *103.9 miles*, in Lake, Newton, Benton, Warren, and Fountain Counties, Ind. and Vermilion County, Ill. A continuation of this line runs north from Highlands to Indiana Harbor. At Highlands this line connects with the Erie Lackawanna and the Chesapeake and Ohio. Other connections include: the Grand Trunk Western at Hays; the PC Columbus Chicago line, the Joliet Branch and the EJE line at Hartsdale; the Louisville and Nashville at St. John; the PC Kankakee Branch at Schneider; the PC Effner Secondary Track at Kentland; the PC Cincinnati to Kankakee line at Sheff; the Norfolk & Western at Handy; the Louisville & Nashville at Stewart; and the PC Cairo Branch, the PC Peoria & Eastern line, the Louisville & Nashville, and the Norfolk & Western at Danville. The PC Kankakee Branch, the PC Cincinnati to Kankakee line, the PC Cairo Branch, and the PC Peoria & Eastern line are also under study in this Report. This line was originally completed in 1906 for the purpose of moving coal from Southern Illinois to the then new steel plants along Lake Michigan. This line was described as potentially excess in the U.S. DOT Report (see Zones 126, 128, 130 and 139).

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report," indicated that the Pillsbury Co. has a 1.1 million bushel grain elevator at Tab, Indiana. In 1973, Pillsbury spent $50,000 to upgrade rail facilities in order to be able to handle 100 car unit trains. Pillsbury ships 15 to 18 unit trains each year from this location. Indiana's Rail Task Force reported to the Governor that this line earned $1,746,568 in revenue while accumulating on-branch costs of $338,130. Because of this estimated profit of more than $1 million, the Indiana Task Force recommended that this segment be made a part of the ConRail System. USRA staff has noted that the Free Grain Co. of Handy, Indiana is like Pillsbury, a large shipper of grain by unit train.

Information for Line Retention Decision

This line is required for through freight service, therefore local rail service will be provided to all shippers located on the line.

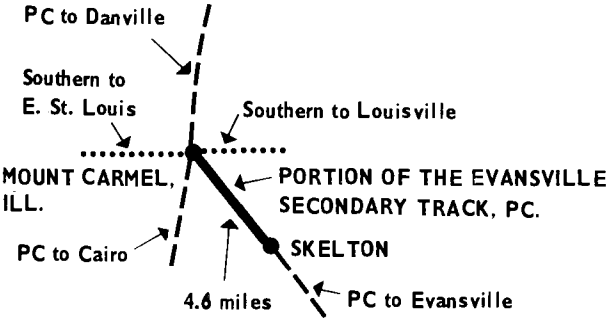
Recommendation

It is recommended that the Danville Branch be included in the ConRail System.

PORTION OF THE EVANSVILLE SECONDARY TRACK

USRA Line No. 612

Penn Central



This portion of the Evansville Secondary Track, formerly part of the New York Central RR, extends from *Mt. Carmel, Ill.* (Milepost 127.4), to *Skelton, Ind.* (Milepost 132.0), a distance of *4.6 miles*, in Gibson County, Indiana and Wabash County, Illinois. From Skelton, this line continues to Evansville. At Mount Carmel, the line connects with the PC Cairo Branch and the Southern Ry Line to St. Louis. The PC Cairo Branch and the continuation of this line are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 123 and 141).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Mt. Carmel [1]	603
Total carloads generated by the line	603
Average carloads per week	11.6
Average carloads per mile	128.3
Average carloads per train	5.0
1973 operating information:	
Number of round trips per year	120
Estimated time per round trip (hours)	4.0
Locomotive horsepower	4,000
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Public Service of Indiana is constructing a new power station at Carol, Ind. Known as the Gibson Station, this powerplant will require 2.2 million tons of coal in 1975 and 3 to 6 million tons in 1976 and subsequent years. The coal will be mined at Amax Coal's Keensburg Mine (Line Segment 606A). The utility company stated that if the line were abandoned they might be interested in acquiring the right-of-way. The Indiana Rail Task Force, under the technical direction of William R. Black, recommended that this short segment of line should be retained for the future committed coal business. However, the Task Force concluded that the continuation of this interstate branch between Carol (Skelton) and Evansville, Ind., was not necessary since the Task Force estimated a $66,557 annual operating loss, and a rehabilitation tab of $442,000.

Information for Line Retention Decision

Revenue received by PC		$319,326
Average revenue per carload	$530	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	82,826	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	110,254	
Total variable (avoidable) cost		193,080
Net Contribution (loss): total		126,246
Average per carload	209	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). An evaluation of coal reserves by USRA staff confirmed the Hearing and Task Force reports on the Gibson powerplant. USRA has also found that there are substantial proven reserves of coal adjacent to line segment 613 between Skelton and Nisbet, Ind., although no active mining is underway, and no firm mining plans have been announced.

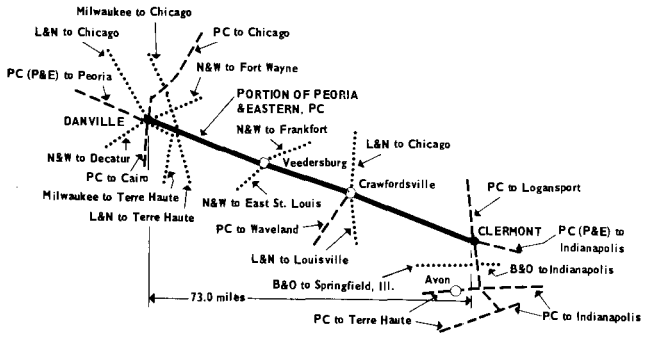
Recommendation

It is recommended that this portion of the Evansville Secondary Track be included in the ConRail System.

PORTION OF PEORIA & EASTERN LINE

USRA Line No. 616

Penn Central



This portion of the Peoria & Eastern Line, formerly part of the New York Central RR, extends from *Clermont, Ind.* (Milepost 9.0) to *Danville, Ill.* (Milepost 82.0), a distance of *73.0 miles*, in Marion, Hendricks, Boone, Montgomery, Fountain and Warren Counties, Indiana and Vermilion County Illinois. At Clermont, this line connects with the PC I&F Branch to Logansport and continues to Indianapolis. Other connections include: the PC Crawfordsville Secondary Track and the Louisville & Nashville to Lafayette at Crawfordsville; the Norfolk & Western to Frankfort at Veedersburg. At Danville the line continues west to Peoria and also connects with the PC Cairo Branch, the Louisville & Nashville to Chicago and Terre Haute and the Norfolk & Western Ft. Wayne-Decatur line. Additionally under study in this Report are: the PC Crawfordsville Secondary Track, the PC Cairo Branch, the PC I&F Branch and the continued portion of the P&E line. This line was described as potentially excess in the U.S. DOT Report (see Zones 122, 126 and 139).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Crawfordsville	3,567
Brownsburg	23
Pittsboro	14
Lizton	7
Jamestown	8
New Ross	38
Tile Siding	0
Waynetown	43
Range Road	7
Hillsboro	42
Veedersburg	1
Palmerton	0
Covington	39
Olin	904
Foster	5
Danville[1]	880
Total carloads generated by the line	5,578
Average carloads per week	105.5
Average carloads per mile	75.2
Average carloads per train	36.6
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	22.0
Locomotive horsepower	1,750
Train crew size	5

[1] Includes only shippers on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicates that R.R. Donnelley & Sons at Crawfordsville doubts if it could compete if a shift to trucks became necessary. Cost of operations would increase 250%. Midstates Steel & Wire Corp. at Crawfordsville stated that loss of rail service might cost 200–225 jobs.

Information for Line Retention Decision

Revenue received by PC		$2,073,575
Average revenue per carload	$378	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	844,221	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	898,532	
Total variable (avoidable) cost		1,742,753
Net contribution (loss): total		330,822
Average per carload	60	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.).

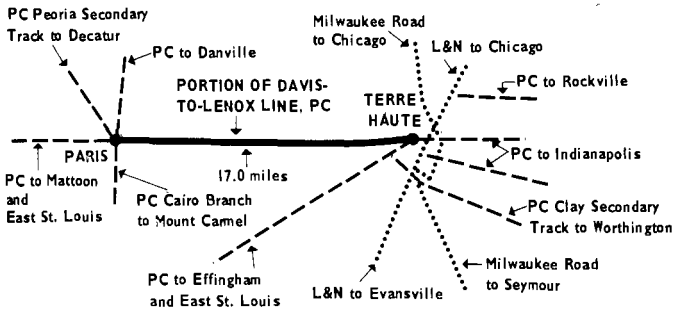
Recommendation

It is recommended that this portion of the Peoria & Eastern Line be included in the ConRail System.

PORTION OF THE DAVIS TO LENOX LINE

USRA Line No. 618

Penn Central



This portion of the Davis to Lenox Line, formerly part of the New York Central RR, extends from *Terre Haute, Ind.*, (Milepost 72.0), to *Paris, Ill.* (Milepost 89.0), a distance of *17.0 miles*, in Vigo County, Indiana and Edgar County, Illinois. Continuations of this line, which extend eastward from Terre Haute to Indianapolis and westward from Paris to East St. Louis are also under study in this Report. Connections at Terre Haute are: two PC, Indianapolis-Terre Haute lines and the PC Clay Secondary Track; the Chicago, Milwaukee, St. Paul & Pacific RR to Chicago and Seymour; and the Louisville & Nashville RR to Chicago and Evansville. In addition there are two PC connections at Paris, the Peoria Secondary Track and the Cairo Branch. All of the PC lines are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 125 and 141).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report," and the Governor's Rail Task Force did not report on this segment.

Information for Line Retention Decision

This line is required for through line freight service, therefore local rail service will be provided to all shippers located on the line.

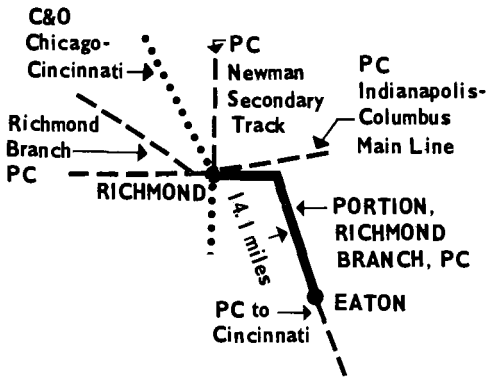
Recommendation

It is recommended that this portion of the Davis to Lenox Line be included in the ConRail System.

PORTION OF THE RICHMOND BRANCH

USRA Line No. 520a

Penn Central



This portion of the Richmond Branch, formerly part of the Pennsylvania RR, extends from *Eaton, Ohio* (Milepost 58.0), to *Richmond, Ind.* (Milepost 72.1), a distance of *14.1 miles*, in Preble County, Ohio and Wayne County, Ind. The Richmond Branch runs south to Cincinnati and continues north beyond Richmond to Logansport; both extensions are also under study in this Report as is the Newman Secondary Track which connects at Richmond. At Richmond the C&O Chicago-Cincinnati line and the Penn Central's Indianapolis-Columbus line also cross. This line was not described as potentially excess in the U.S. DOT Report (see Zones 108 and 120).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Eaton	1,063
New Hope	44
Campbellstown	29
Total carloads generated by the line	1,136
Average carloads per week	21.8
Average carloads per mile	80.6
Average carloads per train	3.8
1973 Operating Information:	
Number of round trips per year	300
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The

Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$274,874
Average revenue per carload	$242	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	154,149	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	161,055	
Total variable (avoidable) cost		315,204
Net contribution (loss): Total		(40,330)
Average per carload	(36)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Correspondence from Westvaco Corporation at Eaton indicates a $1,750,000 expansion program which would increase rail shipments by one-third.

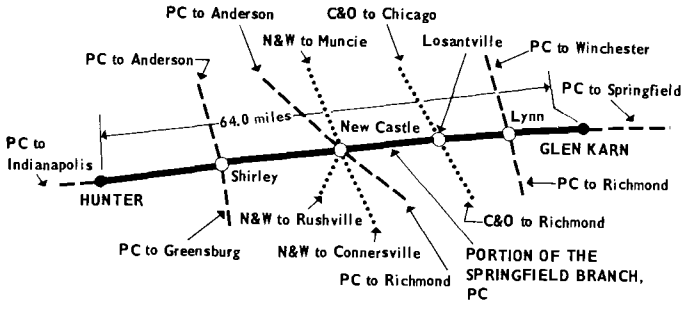
Preliminary Recommendation

Although the preliminary recommendation is that this portion of the Richmond Branch not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $40,330 or $36 per carload. Recovery of costs would require approximately a 35 percent increase in traffic or a 15 percent rate increase over the 1973 levels. Also, a reduction in service frequency may improve the financial results if such reduction does not result in a decline in traffic.

PORTION OF THE SPRINGFIELD BRANCH

USRA Line No. 554

Penn Central



This portion of the Springfield Branch, formerly part of the New York Central RR, extends from *Glen Karn, Ohio* (Milepost 60.4) to *Hunter, Ind.* (Milepost 131.2), a distance of *64.0 miles*, in Marion, Hancock, Henry, and Randolph Cos., Ind., and Darke Co., Ohio. The total mileage between these points is 70.8, however, there are a number of small line segments—especially at key junctions that are not under study. At Hunter this line continues west to Indianapolis and at Glen Karn it continues east to Springfield. Connections with other lines are: the PC Anderson-to-Greensburg Secondary Track at Shirley; the PC Richmond Branch and the Norfolk and Weston to Rushville, Connersville, and Muncie at New Castle, the Chesapeake & Ohio Ry. at Losantville and the PC Newman Secondary Track to Richmond and Winchester at Lynn. Portions of or the entire line of the PC connections listed above are also under study in this Report.

Abandonment applications have been filed by the PC with the ICC, Finance Docket No. AB–5, Sub. 17, and USRA Docket No. 75–54 and 75–55.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Glen Karn	43
Crete	10
Lynn	70
Carlos City	0
Modoc	19
Losantville	28
Mooreland	19
New Castle [1]	258
Kennard	10
Wilkinson	43
Willow Branch	1
Maxwell	44
Mohawk	1
Mount Comfort	6
Hunter	53
Total carloads generated by the line	605
Average carloads per week	11.6
Average carloads per mile	9.5
Average carloads per train	6.7
1973 operating information:	
Number of round trips per year	90
Estimated time per round trip (hours)	12
Locomotive horsepower	1,750
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that potential abandonment of the line from Indianapolis (just to the West of Hunter) to Savona, Ohio, produced heavy public protests from rail users in Indianapolis. The Business Relations Council of the Indianapolis

Chamber of Commerce argued that PC's Springfield branch is essential for industrial development and the future growth of Indianapolis. According to the Report, the line serves a number of shippers of bulky products suited only for rail transport. L. W. Schaller, speaking for the Maxwell Grain Company, which has elevators at Maxwell and Mohawk, said the company stopped using rail in 1971 because it could not obtain cars, but based on production estimates for 1973 it could use 920 high cube cars for corn, 640 cars for soybeans and 65 cars for fertilizer.

An accompanying chart shows Bookwalter Co., Div. of American Can Co. used an estimated 320 carloads in 1973. This number is expected to grow to 875–1,000. Hook Drugs, Inc., used an estimated 200 carloads in 1973. Growth will up this number to 762, according to the Report.

The Governor's Rail Task Force lists estimated branch cost at $255,476 with freight revenue amounting to $179,107. A subsidy of $76,364 is listed. Rehabilitation cost is estimated at $870,400. The Task Force considers future traffic potential as "stable." The Task Force said that even though the line is losing money that if certain other lines are abandoned this line segment would pick up all the New Castle traffic of the Penn Central. Under that circumstance, the line would be above the break-even point and therefore should be included in the new ConRail System. USRA studies show no fossil fuel resources in this area.

Information for Line Retention Decision

Revenue received by PC		$193,351
Average revenue per carload	$320	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	483,700	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	55,868	
Cost incurred beyond the branch line	77,451	
Total variable (avoidable) cost		617,019
Net contribution (loss): Total		(423,668)
Average per carload	(700)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 625 crossties (an average of 10 crossties per mile). Correspondence has been received which indicates that a grain elevator at Maxwell is planning an expansion of the facility. This firm expects to increase rail use substantially over the next few years.

USRA studies show no fossil fuel resources in this area.

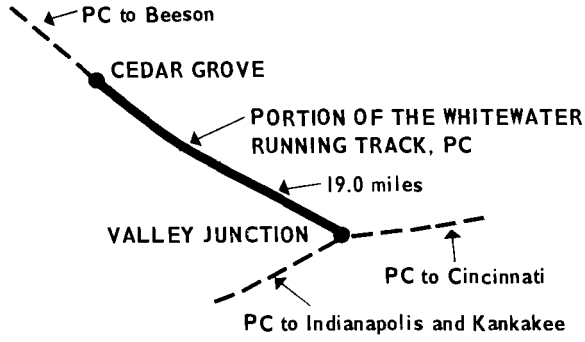
Preliminary Recommendation

It is *not* recommended that this portion of the Springfield Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $423,668 or $700 per carload. Recovery of costs would require approximately a 365 percent increase in traffic or a 220 percent rate increase over the 1973 levels.

WHITEWATER RUNNING TRACK

USRA Line no. 571a

Penn Central



This portion of the Whitewater Running Track, formerly part of the New York Central RR, extends from *Valley Junction, Ohio* (Milepost 17.7), to *Cedar Grove, Ind.* (Milepost 36.7), a distance of *19.0 miles*, in Hamilton County, Ohio and Dearborn, Franklin, Fayette and Wayne Counties, Indiana. At Valley Junction, this line connects with the PC Cincinnati-to-Kankakee Line, and at Cedar Grove it continues to Beeson. The latter continuation and a portion of the former line are also under study in this Report. This line except for the portion from Valley Junction to Dearborn County—Franklin County boundary in Indiana was described as potentially excess in the U.S. DOT Report (see Zones 106 and 120).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Valley Junction	7
White Water	104
Harrison	274
Total carloads generated by the line	385
Average carloads per week	7.4
Average carloads per mile	20.3
Average carloads per train	4.3
1973 operating information:	
Number of round trips per year	90
Estimated time per round trip (hours)	7
Locomotive horsepower	1,750
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearing conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." A major portion of the production by Cincinnati, Inc. is large presses which must move by rail.

Information for Line Retention Decision

Revenue received by		$136,325
Average revenue per carload	$354	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	171,238	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	57,191	
Cost incurred beyond the branch line	51,626	
Total variable (avoidable) cost		280,055
Net contribution (loss): total		(143,730)
Average per carload	(373)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 10,260 crossties (an average of 540 crossties per mile). USRA evaluation of coal reserves show no fossil fuel resources in this area.

Preliminary Recommendation

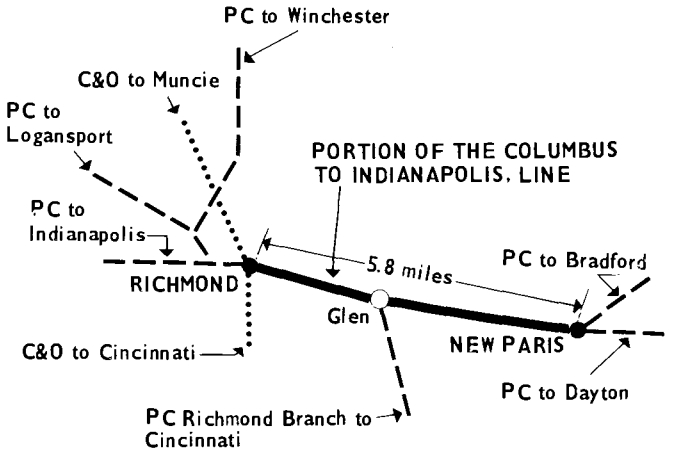
It is *not* recommended that this portion of the Whitewater Running Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $143,730 or $373 per carload. Recovery of costs would require approximately a 170 percent increase in traffic or a 105 percent rate increase over the 1973 levels.

PORTION OF COLUMBUS-TO-INDIANAPOLIS LINE

USRA Line No. 638

Penn Central

This portion of the Columbus-to-Indianapolis line, formerly part of the Pennsylvania RR, extends from *New Paris, Ohio* (Milepost 113.8) to *Richmond, Ind.* (Milepost 119.6), a distance of *5.8 miles*, in Preble



County, Ohio, and Wayne County, Ind. At Richmond this line continues west to Indianapolis and at New Paris east to Dayton. The PC line to Bradford connects at New Paris. All of these continuations are also under study in this Report. Connecting at Richmond is the Chesapeake & Ohio Ry. to Cincinnati and Muncie. At Glen the PC Richmond Branch and Newman Secondary connect; they are also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zones 108 and 120).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

This line does not directly serve any shippers. However, it is required as an overhead line to serve Richmond.

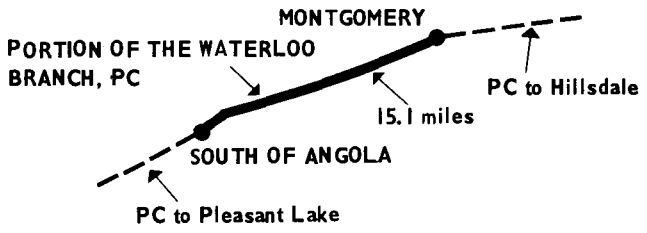
Recommendation

It is recommended that this portion of the Columbus-to-Indianapolis Line be included in the ConRail System.

PORTION OF THE WATERLOO BRANCH

USRA Line No. 401

Penn Central



This portion of the Waterloo Branch, formerly part of the New York Central RR, extends from south of *Angola, Ind.* (Milepost 39.7), to *Montgomery, Mich.* (Milepost, 54.8), a distance of *15.1 miles*, in Steuben County, Indiana and Hillsdale and Branch Counties, Michigan. Continuations of this line extend northward from Montgomery and southward from south of Angola. Both continuations are also under study in this Report. PC has filed an abandonment application with the ICC Docket No. AB–5 Sub-193, 194. This line was described as potentially excess in the U.S. DOT Report (see Zones 115 and 150).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Ray	0
Fremont	49
Angola	209
Total carloads generated by the line	258
Average carloads per week	5.0
Average carloads per mile	17.1
Average carloads per train	2.6
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	6.0
Locomotive horsepower	1,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Steuben County Farm Bureau Coop. Association is the largest shipper on the line with 84 carloads in 1973. The Coop. expressed concern that its future use of railroad land would be jeopardized. The Coop. has a lease for railroad land at an annual cost of $4,000. The Northern Indiana Public Service Co. stated its concern for shipment of 54 ton transformers to and from Angola. Some witnesses suggested that the N&W take over this line by establishing a connection at Steubenville, three miles south of Pleasant Lake. Some of the traffic data for this line segment will be reported in Table 4 of the RSPO Michigan Report. For example, Angola Lumber Co. is reported as shipping 36 to 40 cars, all of which are presumed as generated at Angola, Ind., as are Moore Business Form's 48 carloads. Major shippers at Montgomery, Michigan who testified at the Hearings are Camden Basket Co. (60 cars), and Watson Trading Co. (195 cars). The Governor's Rail Task Force in Indiana found that this line's operation resulted in an estimated loss of $3,805 between Ray and Pleasant Lake, Indiana. Rehabilitation costs are estimated at $308,000 between these two Indiana points. The Task Force concluded that by dropping service to Pleasant Lake, the line could have a profitable operation of $24,372 per year between Angola and the State line. Abandonment of the line was expected to result in the loss of 45 jobs.

Information for Line Retention Decision

Revenue received by PC		$67,152
Average revenue per carload	$160	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	140,009	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	37,617	
Cost incurred beyond the branch line	35,282	
Total variable (avoidable) cost		212,908
Net contribution (loss): total		(145,756)
Average per carload	(363)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 7,550 crossties (an average of 500 crossties per mile).

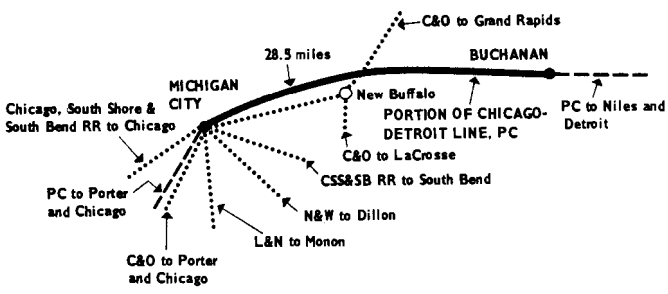
Preliminary Recommendation

It is *not* recommended that this portion of the Waterloo Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $145,756 or $363 per carload. Recovery of costs would require approximately an eightfold increase in traffic or a 230 percent rate increase over the 1973 levels.

PORTION OF CHICAGO TO DETROIT LINE

USRA Line No. 467

Penn Central



This portion of the Chicago to Detroit Line, formerly part of the New York Central RR, extends from *Buchanan, Michigan* (Milepost 199.5) to *Michigan City, Ind.* (Milepost 228.0), a distance of *28.5 miles*, in Berrien County, Michigan and La Porte County, Indiana. At Buchanan, Mich., this line continues eastward to Niles and Detroit, and at Michigan City, Indiana west towards Chicago. The Line eastward from Buchanan, Mich. is also under study. Connections with other railroads include the Chesapeake & Ohio at New Buffalo and Michigan City. Also at Michigan City, connections are made with the Chicago, South Shore & South Bend RR, the Louisville & Nashville RR and the N&W Ry. This line was not described as potentially excess in the U.S. DOT Report (see Zones 128 and 149).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Galien	7
Three Oaks	9
Buchanan [1]	311
Total carloads generated by the line	327
Average carloads per week	6.2
Average carloads per mile	11.4
Average carloads per train	1.3
1973 operating information:	
Number of round trips per year	240
Estimated time per round trip (hours)	3
Locomotive horsepower	2,000
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Amtrak and the State of Michigan both are concerned about the future of passenger service over this line between Chicago and Detroit, and Chicago and Port Huron. USRA staff has discussed, with both the State and Amtrak, the possibility that either entity may wish to acquire or lease this portion of track as provided for in the Regional Rail Reorganization Act.

Information for Line Retention Decision

Data errors preclude complete analysis prior to the preliminary system plan.

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

The traffic generated at Niles will be served by USRA segment 637.

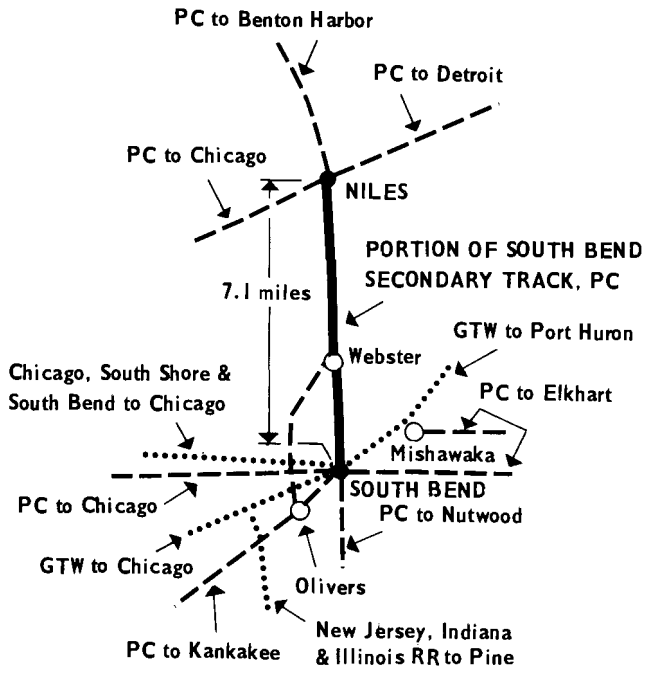
Preliminary Recommendation

It does not appear, based on revenue and carloads per mile, that this line segment is financially self-sustaining. Analysis will be completed within 2 weeks.

PORTION OF THE SOUTH BEND SECONDARY TRACK

USRA Line No. 637

Penn Central



This portion of the South Bend Secondary Track, formerly part of the New York Central RR, extends from *Niles, Mich.* (Milepost 27.6) to *South Bend, Ind.* (Milepost 34.7), a distance of *7.1 miles*, in St. Joseph County, Ind. and Berrien County, Mich. At Niles this line connects with the PC Benton Harbor Secondary Track and the PC Chicago-to-Detroit line. At South Bend this line connects with the PC Kankakee Branch, the PC Chicago-to-Buffalo line, the Grand Trunk Western Chicago-Lansing line, the Chicago South Shore & South Bend RR to Chicago, and the New Jersey, Indiana & Illinois RR to the Norfolk & Western line at

Pine, Ind. The PC Benton Harbor Secondary Track, a portion of the PC Kankakee Branch, and a portion of the PC Chicago-to-Detroit line, are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 129 and 149).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Niles[1]	637
Notre Dame	744
Bertrand	27
Total carloads generated by the line	1,408
Average carloads per week	27.1
Average carloads per mile	198.3
Average carloads per train	5.1
1973 operating information:	
Number of round trips per year	275
Estimated time per round trip (hours)	2
Locomotive horsepower	2,000
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that this is part of a link for through-route shipments between the large freight yard at Elkhart, Indiana, and Michigan City, Indiana, which handled 84 cars in 1972, and 111 cars in 1973 for pulpwood into this plant; only 28% of outbound shipments go this way because of box car shortages. According to Notre Dame, they reserve 1,000 cars of coal a year, but it understands that rail access to Notre Dame is to be retained under DOT plans. Notre Dame said that absence of rail access for coal would cost the University some $300,000 in excess of its present price. The Governor's Task force recommended keeping rail access to Notre Dame.

Information for Line Retention Decision

Revenue received by PC		$458,726
Average revenue per carload	$323	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	83,430	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	310,581	
Total variable (avoidable) cost		394,011
Net contribution (loss): total		64,715
Average per carload	46	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

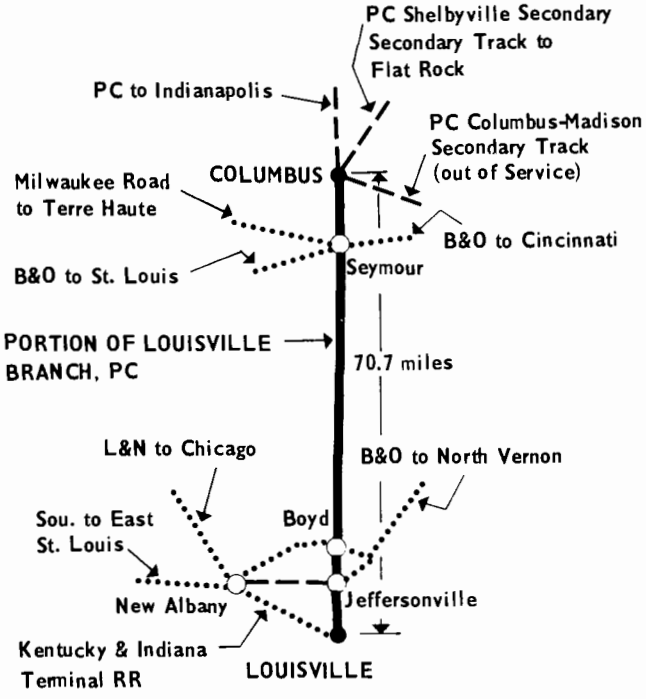
Recommendation

It is recommended that this portion of the South Bend Secondary Track be included in the ConRail System.

PORTION OF THE LOUISVILLE BRANCH

USRA Line No. 620/620a/620b

Penn Central



This portion of the Louisville Branch, formerly part of the Pennsylvania RR, extends from *Columbus, Ind.* (Milepost 40.5), to *Louisville, Ky.* (Milepost 111.2), a distance of *70.7 miles*, in Bartholomew, Jackson, Scott, and Clark Counties, Ind. and Jefferson County, Ky. At Columbus, this line continues on to Indianapolis. It also connects with the Shelbyville Secondary Track and the Columbus-Madison Secondary Track at Columbus. Both the Shelbyville Secondary and the Columbus-Madison Secondary Tracks are under study in this Report. Other connections include the B&O St. Louis-Cincinnati line and the Milwaukee Road line from Terre Haute at Seymour. The B&O also crosses the Penn Central at Boyd. Connections are also made with a number of major railroads at Louisville. This line, except for the portion from Austin to Columbus and from Speed, Ind. to Louisville, Ky., was described as potentially excess in the U.S. DOT Report (see zones 121 and 205).

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their

reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Mayor Blake L. Burns of the City of Scottsburg said the city has spent a considerable sum of money in public improvements to attract industries. An industrial complex is planned, but lack of rail service would hinder any future development. Another industrial complex is located at Seymour, and discontinuance of rail service would have a severe effect on the community's economy and future growth.

A number of firms submitted testimony indicating their need for large numbers of cars and their need for increased cars in the future.

The Governor's Rail Task Force noted that Penn Central earned $1,388,771 in freight revenues in 1973 as opposed to $259,233 in branch costs equaling an estimated profit of $1,129,530.

In 1973, 6,332 carloads or 92 carloads per mile were shipped. The Task Force maintains that the volume of traffic and revenues on this line are considerable. The State recommends retention of service on this line.

The carrier line patron sheets list 38 shippers on this line.

Information for Line Retention Decision

This line is required for through freight service, therefore local rail service will be provided to all shippers located on the line.

Recommendation

It is recommended that this portion of the Louisville Branch be included in the ConRail System.

MARYLAND

Intrastate

PC

USRA line number	Terminals
148	Massey to Centreville
149	Massey to Chestertown
150	Queen Anne to Denton
151	Queen Anne to Queenstown
152	Hurlock to Preston
153	Hurlock to Vienna
156	Salisbury to East of Salisbury
163	Kings Creek to Crisfield
676	Salisbury to Hebron

Interstate

Maryland to Delaware (these lines are discussed under Delaware)

147	Massey, Md. to Townsend, Del.
167	Snow Hill, Md. to Indian River, Del.
168	Cambridge, Md. to Seaford, Del.
169	Easton, Md. to Clayton, Del.

Maryland to Pennsylvania

198	North of Frederick, Md. to Spring Grove, Pa.
204a	Hagerstown, Md. to Chambersburg, Pa.

Maryland to Virginia

166	Pokomoke, Md. to Cape Charles, Va.

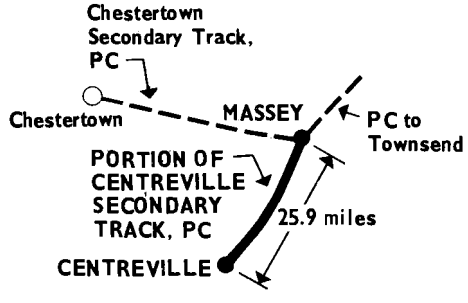
Maryland to West Virginia and Virginia

205	Hagerstown, Md. to Winchester, Va.

PORTION OF CENTREVILLE SECONDARY TRACK

USRA Line No. 148

Penn Central



This portion of the Centreville Secondary Track, formerly part of the Pennsylvania RR, extends from *Massey* (Milepost 9.2) to *Centreville, Md.* (Milepost 35.1), a distance of *25.9 miles*, in Kent and Queen Annes Counties, Md. At Massey, this line continues toward Townsend, Del. where it connects with the PC Delmarva Branch. At this point, it also connects with the PC Chestertown Secondary Track, which is also under study in this Report. In November 1972, the PC applied to the ICC for permission to abandon the line, Docket No. AB–5, Sub. 197. No final action has been taken on this application. This line was described as potentially excess in the U.S. DOT Report (see Zone 86).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Millington	10
Sudlersville	2
Barclay	11
Price	2
Centreville	66
Roberts	0
Total carloads generated by the line	91
Average carloads per week	1.8
Average carloads per mile	3.5
Average carloads per train	1.2
1973 operating information:	
Number of round trips per year	75
Estimated time per round trip (hours)	9
Locomotive horsepower	1,200
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Tidewater Publishing Company of Centreville, which received 250 carloads of paper in 1973, feels that the rising cost of transferring to motor carrier might jeopardize their ability to compete and force them to close. The Delmarva Sash & Door Co. (100 carloads per annum) might be forced to relocate and thereby cause unemployment in this area. Letter to John Ingram (FRA) concerning this branch concludes that: Penn Central has not maintained the line; operating costs have doubled due to substandard track; car movements are 10–20% behind shipper expectations;

and a new company (Soybeans & Chickens) will be opening on this line. USRA staff has not been able to confirm the 250 carloads of paper reported by RSPO.

Information for Line Retention Decision

Revenue received by P C		$34,718
Average revenue per carload	$382	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	206,540	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	27,585	
Cost incurred beyond the branch line	24,819	
Total variable (avoidable) cost		258,994
Net contribution (loss): Total		(224,226)
Average per carload		(2,464)

Available information indicates that this line requires a total of 3,880 ties (an average of 149 ties per mile) to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

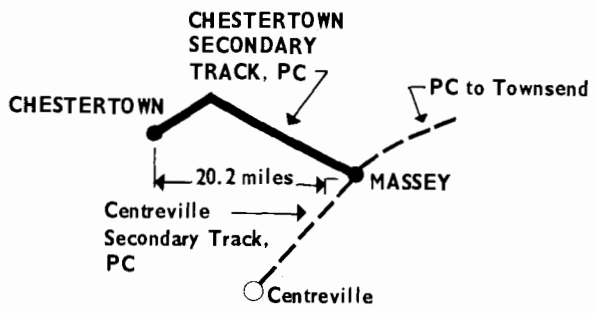
Preliminary Recommendation

It is *not* recommended that this portion of the Centreville Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $224,226 or $2,464 per carload. Recovery of costs would require approximately a twenty-two-fold increase in traffic or a 645 per cent rate increase over the 1973 levels. During 1973, normal service to the Delmarva Peninsula was interrupted by damage to the C&D Canal bridge and by reduced float service due to the drydocking of the float. This may have had an adverse impact on the rail traffic generated in the area, but *NOT* substantially enough to affect the recommendation.

CHESTERTOWN SECONDARY TRACK

USRA Line No. 149

Penn Central



The Chestertown Secondary Track, formerly part of the Pennsylvania RR, extends from *Massey* (Milepost 0.0) to *Chestertown, Md.* (Milepost 20.2), a distance of *20.2 miles*, in Kent County, Md. At Massey, this line connects with the Centreville Secondary Track, also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 86).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:		
Massey	12	
Kennedyville	47	
Still Pond	11	
Lynch	52	
Chestertown	299	
Total carloads generated by the line		421
Average carloads per week	8.1	
Average carloads per mile	20.8	
Average carloads per train	5.6	
1973 operating information:		
Number of round trips per year		75
Estimated time per round trip (hours)		8.5
Locomotive horsepower		1,200
Train crew size		4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" by the P.M. Brooks & Son, Inc. of Chestertown (53 carloads per annum, with a '74 projection of 130 carloads) indicated that converting to truck carriers would raise the cost of fertilizer by $4–5 per ton. A letter in behalf of Tenneco Chemicals estimates this company's business to increase in 1975 to 325 carloads to be received and 220 carloads to be shipped. Loss of rail service would hinder the company's competitive ability.

Information for Line Retention Decision

Revenue received by PC		$266,797
Average revenue per carload	$635	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	177,891	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	40,461	
Cost incurred beyond the branch line	160,609	
Total variable (avoidable) cost		378,961
Net contribution (loss): Total		(112,164)
Average per carload		(267)

This line would not require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

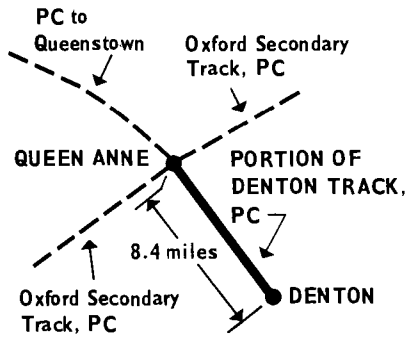
Preliminary Recommendation

Although the preliminary recommendation is that the Chestertown Secondary Track not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $112,164 or $267 per carload. Recovery of costs would require approximately a 100 percent increase in traffic or a 40 percent rate increase over the 1973 levels. During 1973, normal service to the Delmarva Peninsula was interrupted by damage to the C&D Canal bridge and by reduced float service due to the drydocking of the float. This may have had an adverse impact on the rail traffic generated in the area, but *NOT* substantially enough to affect the recommendation.

PORTION OF DENTON TRACK

USRA Line No. 150

Penn Central



This portion of the Denton Track, formerly part of the Pennsylvania RR, extends from *Queen Anne* (Milepost 0.0) to *Denton, Md.* (Milepost 8.4), a distance of *8.4 miles*, in Queen Annes and Caroline Counties, Md. At Queen Anne, this line connects with the Oxford Secondary Track and with its own continuation to Queenstown. Both of these lines are also under study in this report. In June 1973, application was made to the ICC to abandon this line. (Docket No. AB–5, Sub. 177). No final action has been taken. This line was described as potentially excess in the U.S. DOT Report (see Zone 86).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Hillsboro	14
Denton	164
Total carloads generated by the line	178
Average carloads per week	3.4
Average carloads per mile	21.2
Average carloads per train	3.6
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	3
Locomotive horsepower	1,200
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that curtailment of rail service would force a shift to the use of motor carriers with a resulting impact on the firms' competitive ability or would cause plant closings and relocation.

Information for Line Retention Decision

Revenue received by PC		$60,187
Average revenue per carload		$338
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	71,358	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	9,302	
Cost incurred beyond the branch line	45,496	
Total variable (avoidable) cost		126,156
Net contribution (loss): total		(65,969)
Average per carload		(371)

Available information indicates that this line requires a total of 450 ties (an average of 53 ties per mile) to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.).

Data provided at the RSPO hearings indicated that the traffic levels on this line can be expected to increase. However, recovery of costs would require approximately 1,000 carloads per year.

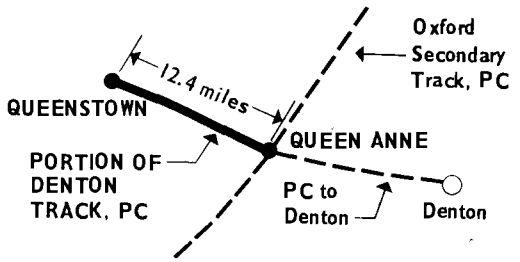
Preliminary Recommendation

It is *not* recommended that this portion of the Denton Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $65,969 or $371 per carload. Recovery of costs would require approximately a four-fold increase in traffic or a 110 per cent rate increase over the 1973 levels. During 1973, normal service to the Delmarva Peninsula was interrupted by damage to the C&D Canal bridge and by reduced float service due to the drydocking of the float. This may have had an adverse impact on the rail traffic generated in the area, but *NOT* substantially enough to affect the recommendation.

PORTION OF THE DENTON TRACK

USRA Line No. 151

Penn Central



This portion of the Denton Track extends from *Queen Anne* (Milepost 0.0) to *Queenstown, Md.* (Milepost 12.4), a distance of *12.4 miles*, in Queen Annes County, Md. At Queen Anne, this line connects with the Oxford Secondary Track and with its own continuation to Denton; both lines are also under study in this report. In June 1973, application was made to the ICC for permission to abandon this line. (Docket No. AB–5, Sub. No. 118). This line was described as potentially excess in the U.S. DOT Report (see Zone 86).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Queenstown	38
Wye Mills	15
Willoughby	0
Total carloads generated by the line	53
Average carloads per week	1.0
Average carloads per mile	4.3
Average carloads per train	0.6
1973 operating information:	
Number of round trips per year	86
Estimated time per round trip (hours)	5
Locomotive horsepower	1,200
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that curtailment of rail service would force a shift to the use of motor carriers with a resulting impact on the firms' competitive ability or would cause plant closing and relocation.

Information for Line Retention Decision

Revenue received by PC	$39,388
Average revenue per carload	$743
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	103,211
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	13,672
Cost incurred beyond the branch line	23,603
Total variable (avoidable) cost	143,486
Net contribution (loss): total	(104,098)
Average per carload	(1,964)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,169 crossties (an average of 175 crossties per mile).

Data provided at the RSPO hearings indicated that rail traffic on this line may increase somewhat in the future. However, recovery of costs would require an additional 300 carloads per year.

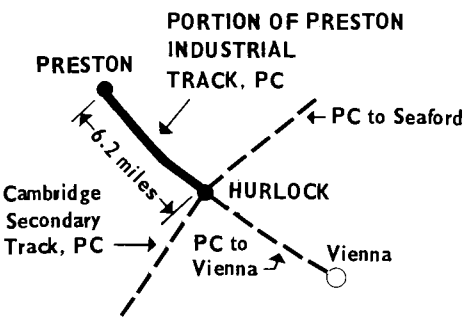
Preliminary Recommendation

It is *not* recommended that this portion of the Denton Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $104,098 or $1,964 per carload. Recovery of costs would require approximately a fourfold increase in traffic or a 264 percent rate increase over the 1973 levels. During 1973, normal service to the Delmarva Peninsula was interrupted by damage to the C&D Canal bridge and by reduced float service due to the drydocking of the float. This may have had an adverse impact on the rail traffic generated in the area, but *NOT* substantially enough to affect the recommendation.

PORTION OF THE PRESTON INDUSTRIAL TRACK

USRA Line No. 152

Penn Central



This portion of the Preston Industrial Track extends from *Preston* (Milepost 10.0), to *Hurlock, Md.* (Milepost 16.2), a distance of *6.2 miles*, in Dorchester and Caroline Counties, Maryland. At Hurlock, this line continues to Vienna, and it also connects with the Cambridge Secondary Track. Both of these lines are also

under study in this report. This line was described as potentially excess in the U.S. DOT Report (see Zone 86).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Preston	282
Hurlock [1]	44
Total carloads generated by the line	326
Average carloads per week	6.3
Average carloads per mile	52.8
Average carloads per train	5.4
1973 operating information:	
Number of round trips per year	60
Estimated time per round trip (hours)	3.0
Locomotive horsepower	1,200
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" expressed concern, especially by the Preston Planning and Zoning Commission, about the impact of the loss of rail service on the growth of the community. This sentiment was also expressed by the Dorchester County Commission who also accused PC of intentionally downgrading the line. All of the shippers who testified about this branch feared the costs of shifting to trucks. Nagal Farm Service stated that present rail costs on its rail freight are about $1.50 per ton, but that truck costs would jump to a range of $8.50–10.00 per ton.

Information for Line Retention Decision

Revenue received by PC		$136,730
Average revenue per carload	$419	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	62,704	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	16,715	
Cost incurred beyond the branch line	103,042	
Total variable (avoidable) cost		182,461
Net contribution (loss): total		(45,731)
Average per carload	(140)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 3,307 crossties (an average of 538 crossties per mile).

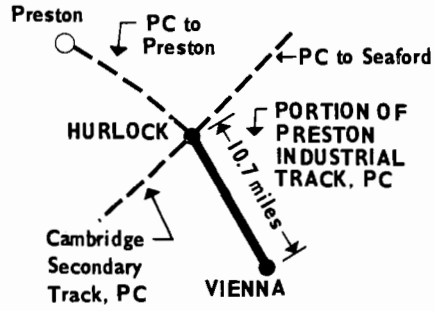
Preliminary Recommendation

It is *not* recommended that this portion of the Preston Industrial Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $45,731 or $140 per carload. Recovery of costs would require approximately a 130 percent increase in traffic or a 30 percent rate increase over the 1973 levels. During 1973, normal service to the Delmarva Peninsula was interrupted by damage to the C&D Canal bridge and by reduced float service due to the drydocking of the float. This may have had an adverse impact on the rail traffic generated in the area, but *NOT* substantially enough to affect the recommendation.

PRESTON INDUSTRIAL TRACK

USRA Line No. 153

Penn Central



This portion of the Preston Industrial Track, extends from *Hurlock* (Milepost 16.2) to *Vienna, Md.* (Milepost 26.9), a distance of *10.7 miles*, in Dorchester County, Md. At Hurlock, this line connects with the Cambridge Secondary Track of the PC. At this point, it also continues to Preston. Both of these lines are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 86).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:		
Hurlock [1]		151
Vienna		14
Total carloads generated by the line		165
Average carloads per week	3.2	
Average carloads per mile	15.4	
Average carloads per train	3.3	
1973 Operating Information:		
Number of round trips per year		50
Estimated time per round trip (hours)		4.0
Locomotive horsepower		1,200
Train crew size		4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$54,243
Average revenue per carload	$329	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	82,759	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	28,062	
Cost incurred beyond the branch line	32,457	
Total variable (avoidable) cost		143,278
Net contribution (Loss): total		(89,035)
Average per carload	(540)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 6,336 crossties (an average of 592 crossties per mile).

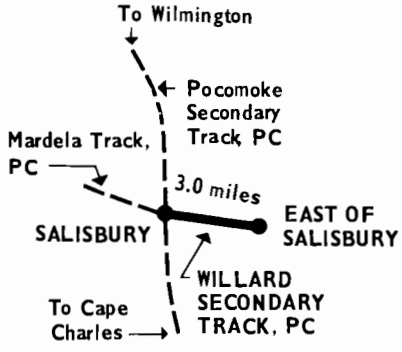
Preliminary Recommendation

It is *not* recommended that this portion of the Preston Industrial Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $89,035 or $540 per carload. Recovery of costs would require approximately a four-fold increase in traffic or a 165 percent rate increase over the 1973 levels.

WILLARD SECONDARY TRACK

USRA Line No. 156

Penn Central



This portion of the Willard Secondary Track extends from *Salisbury* (Milepost 42.7) to *East of Salisbury, Md.* (Milepost 45.7), a distance of *3.0 miles*, in Wicomico County, Md. At Salisbury, this line connects with the Pocomoke Secondary Track and the Mardela Track of the PC. The latter is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 86).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Salisbury [1]	428
Total carloads generated by the line	423
Average carloads per week	8.1
Average carloads per mile	141.0
Average carloads per train	4.2
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,200
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Perdue Chickens, Inc., which employs approximately 2,000 people and generates between 500 and 600 carloads per year might be faced with additional transportation costs of $250,000 per year if rail service is discontinued. Perdue expects to ship or receive 642 carloads in 1974.

Information for Line Retention Decision

Revenue received by PC		$358,320
Average revenue per carload	$847	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	42,754	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	3,992	
Cost incurred beyond the branch line	152,748	
Total variable (avoidable) cost		199,494
Net contribution (loss): Total		158,826
Average per carload	375	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 640 crossties (an average of 213 crossties per mile).

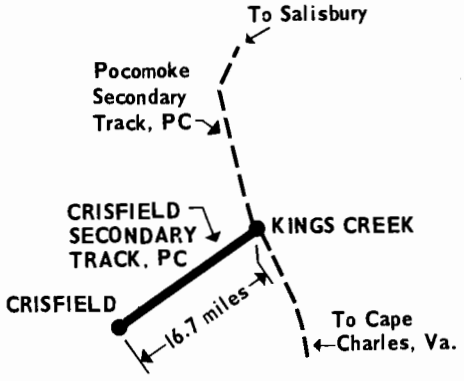
Recommendation

It is recommended that this portion of the Willard Secondary Track be included in the ConRail System.

CRISFIELD SECONDARY TRACK

USRA Line No. 163

Penn Central



The Crisfield Secondary Track, formerly part of the Pennsylvania RR, extends from *Kings Creek* (milepost 0.0), to *Crisfield, Md.* (Milepost 16.7), a distance of *16.7 miles*, in Somerset County, Md. At Kings Creek, this line connects with the Pocomoke Secondary Track of the PC. A portion of this line is also under study in this report. In July, 1972, the PC applied for permission to abandon this line (Docket No. AB–5, Sub 71). No final action has been taken in this application. This line was described as potentially excess in the U.S. DOT Report (see Zone 86).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Westover	3
Kingston	2
Marion	8
Crisfield	52
Kings Creek [1]	153
Total carloads generated by the line	218
Average carloads per week	4.2
Average carloads per mile	13.1
Average carloads per train	5.5
1973 operating information:	
Number of round trips per year	40
Estimated time per round trip (hours)	5.0
Locomotive horsepower	1,200
Train crew size	4

[1] Includes only shippers on this segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their report entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$118,327
Average revenue per carload	$542	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	123,985	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	25,361	
Cost incurred beyond the branch line	107,733	
Total variable (avoidable) cost		257,079
Net contribution (loss): Total		(138,752)
Average per carload		(636)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 4150 crossties (an average of 248 crossties per mile).

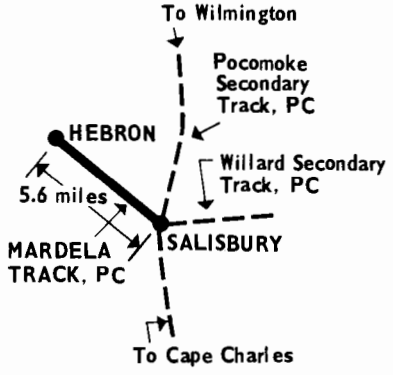
Preliminary Recommendation

It is *not* recommended that the Crisfield Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $138,752 or $636 per carload. Recovery of costs would require approximately a thirteenfold increase in traffic or a 117 percent rate increase over the 1973 levels. During 1973, normal service to the Delmarva Peninsula was interrupted by damage to the C&D Canal bridge and by reduced float service due to the drydocking of the float. This may have had an adverse impact on the rail traffic generated in the area, but *NOT* substantially enough to affect the recommendation.

MARDELA TRACK

USRA Line No. 676

Penn Central



The Mardela Track, extends from *Hebron* (Milepost 35.2) to *Salisbury, Md.* (Milepost 40.8), a distance of *5.6 miles*, in Wicomico County, Md. At Salisbury, this line connects with the Pocomoke Secondary Track of the PC. The latter is also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 86).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Hebron	825
Salisbury [1]	45
Total carloads generated by the line	870
Average carloads per week	16.7
Average carloads per mile	155.4
Average carloads per train	7.0
1973 Operating information:	
Number of round trips per year	125
Estimated time per round trip (hours)	3.0
Locomotive horsepower	1,200
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated a general concern for future service on this line. The Marvil Package Co. which originated 668 carloads and received 1,000 carloads in 1972, stated that trucking commodities would double present shipping costs.

Information for Line Retention Decision

Revenue received by PC		$118,032
Average revenue per carload	$136	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	80,825	
Cost of upgrading branch line to FRA Class I (1/10) of total upgrading cost)	8,170	
Cost incurred beyond the branch line	72,582	
Total variable (avoidable) cost		161,577
Net contribution (loss): total		(43,545)
Average per carload	(50)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,350 crossties (an average of 241 crossties per mile).

The Penn Central's C&D Canal Bridge, which is required to serve the Delmarva Peninsula from the North, was unserviceable between February 2 and April 21, 1973, leaving only the float operation at Cape Charles to serve the traffic. The resulting service problem may have artificially reduced the 1973 traffic volumes, and more current data will be evaluated before a final recommendation is made.

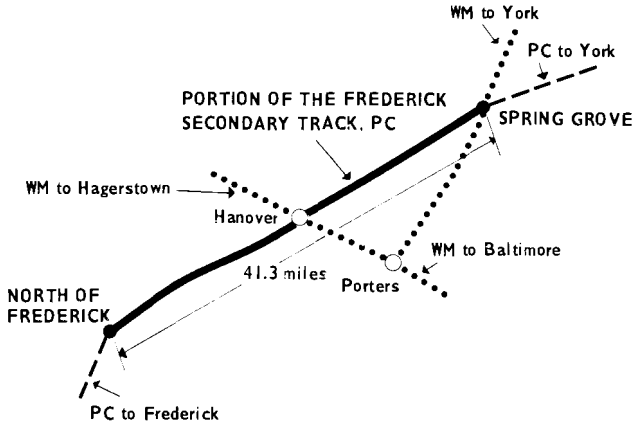
Preliminary Recommendation

Although the preliminary recommendation is that the Mardela Track not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $43,545 or $50 per carload. Recovery of costs would require approximately a 90 percent increase in traffic or a 40 percent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone will *not* make the line viable. During 1973, normal service to the Delmarva Peninsula was interrupted by damage to the C&D Canal bridge and by reduced float service due to the drydocking of the float. This may have had an adverse impact on the rail traffic generated in the area, but *NOT* substantially enough to affect the recommendation.

PORTION OF THE FREDERICK SECONDARY TRACK

USRA Line No. 198

Penn Central



This portion of the Frederick Secondary Track, formerly part of the Pennsylvania RR, extends from *Spring Grove, Pa.* (Milepost 23.9), to *North of Frederick, Md.* (Milepost 65.2), a distance of *41.3 miles*, in York County, Pennsylvania, and Carroll and Frederick Counties, Md. Continuations of this line extend southward to Frederick and northward from Spring Grove to York. Connections with the Western Maryland are made at Hanover and Spring Grove. These connecting lines extend to Hagerstown, York and Baltimore. The

continuation to Frederick is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 93 and 88).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Spring Grove	1,669
Hanover	1,500
Sell	50
Littlestown	405
Taneytown	90
Keymar	33
Legore	1
Woodsboro	136
Walkersville	240
Frederick	1
Total carloads generated by the line	4,125
Average carloads per week	79.3
Average carloads per mile	99.9
Average carloads per train	15.9
1973 operating information:	
Number of round trips per year	260
Estimated time per round trip (hours)	10.0
Locomotive horsepower	3,500
Train crew size	4.0

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Allis-Chalmers Corp. (steel, turbines) estimated 375 carloads in 1973 and that if it were forced to discontinue production of turbines, it would have to terminate 865 jobs. Jiffy Mfg. Co. estimated 93 carloads in 1973 and without rail service would be forced to close. P. H. Glatfelter estimated 6,962 carloads in 1973. United Cabinet began operation April 1, 1974, from an expanded facility, and estimated 311 carloads in 1973, projected 600 carloads in 1974.

Chemtron Corp. estimated 386 carloads in 1973. However, in testimony at Chicago by Tad M. Walters, Chemtron, indicated the Hanover plant had no outbound rail shipments because of unavailability of cars, long delays in transit, and damage to shipments. Common and contract carriers were used instead. Testifying at Baltimore, Frank Stevens, Clorex Co., served by the B&O at Frederick, which moves over the PC line, states this facility used 100 tank cars inbound annually and 25 box cars annually.

Information for Line Retention Decision

Revenue received by PC	$1,138,877
Average revenue per carload	$276
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	565,323
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	79,800
Cost incurred beyond the branch line	835,896
Total variable (avoidable) cost	1,481,019
Net contribution (loss): Total	(342,142)
Average per carload	(83)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 14,376 crossties (an average of 348.1 crossties per mile).

Littlestown developers stated they are planning an industrial park in the next 2–3 years.

Although service to the entire line generates a loss, service to the line from milepost 23.9 to milepost 33.0 (serving shippers at Spring Grove and Hanover who generated 3,169 carloads in 1973) would generate $790,364 in revenue and $761,301 in costs with a resulting net contribution of $29,063 or $9 per carload.

Recommendation

It is recommended that the portion of the Frederick Secondary Track between milepost 23.9 and milepost 33.0 be included in the ConRail System.

Preliminary Recommendation

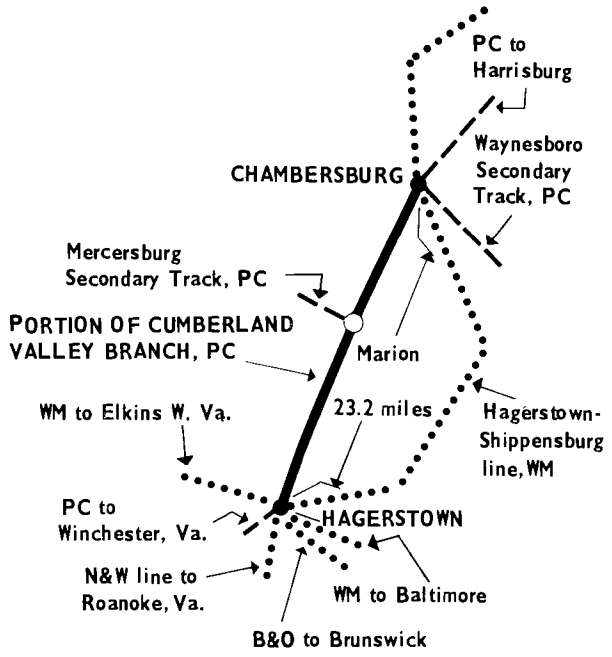
It is *not* recommended that the portion of the Frederick Secondary Track between milepost 33.0 and milepost 65.2 be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $371,205 or $388 per carload. Recovery of costs would require approximately a six-fold increase in traffic or a 105 percent rate increase over the 1973 levels.

PORTION OF THE CUMBERLAND VALLEY BRANCH

USRA Line No. 204a

Penn Central

This portion of the Cumberland Valley Branch, formerly part of the Pennsylvania RR, extends from *Chambersburg, Pa.* (Milepost 51.6) to *Hagerstown, Md.* (Milepost 74.8), a distance of *23.2 miles*, in Franklin County, Pennsylvania, and Washington County, Maryland. A continuation of this line extends northward from Chambersburg, and is also under study in this Report. At Hagerstown this line connects with the Western Maryland Baltimore-Elkins line, the Norfolk & Western line to Roanoke, Va., the Western Maryland



line to Shippensburg, and the Baltimore & Ohio to Brunswick. Other connections are the PC Winchester Secondary Track at Hagerstown, the PC Mercersburg Secondary Track at Marion, the Waynesboro Secondary Track and the Western Maryland Hagerstown-Shippensburg Branch at Chambersburg. The last three PC lines mentioned are also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zones 80 and 88).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Greencastle	4,647
Maugansville	206
Hagerstown[1]	6,919
Marion	3,869
Chambersburg[1]	136
Total carloads generated by the line	15,777
Average carloads per week	303.4
Average carloads per mile	680.0
Average carloads per train	43.8
1973 operating information:	
Number of round trips per year	360
Estimated time per round trip (hours)	12
Locomotive horsepower	2,000
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that specific information was given only for the extension of this line between Chambersburg and Harrisburg. The Borough of Chambersburg recommended that the Western Maryland Railroad serve the community over the PC right-of-way. This would enable the community to solve a serious grade-crossing problem since the PC right-of-way is elevated while the Western Maryland is at street level.

Information for Line Retention Decision

Revenue received by PC		$7,038,890
Average revenue per carload	$446	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	759,676	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	4,694,643	
Total variable (avoidable) cost		5,454,319
Net contribution (loss) total		1,584,571
Average per carload	100	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

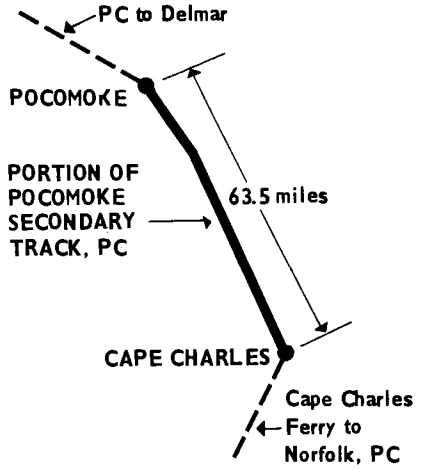
Recommendation

It is recommended that this portion of the Cumberland Valley Branch be included in the ConRail System. While ConRail will provide service to all the stations and industries on this line segment, there is a parallel line. Segments of the Cumberland Valley branch line not required to serve customers may be removed.

PORTION OF THE POCOMOKE SECONDARY TRACK

USRA Line No. 166

Penn Central



This portion of the Pocomoke Secondary Track, formerly part of the Pennsylvania RR, extends from *Pocomoke, Md.* (Milepost 31.5) to *Cape Charles, Va.* (Milepost 95.0), a distance of *63.5 miles*, in Worcester County, Maryland and Accomack and Northampton Counties, Virginia. At Pocomoke this line continues north to Delmar. At Cape Charles the line connects with the PC Cape Charles freight-car ferry to Norfolk, Va. The latter line is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 86 and 182).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
New Church	179
Lecato	305
Makemie Park	55
Oak Hall	5
Hallwood	138
Mears	2
Cheriton	369
Bay View	42
Bloxom	163
Hopeton	32
Parksley	131
Green Bush	165
Tasley	207
Onley	386
Cape Charles	914
Melfa	160
Keller	84
Painter	80
Belle Haven	148
Exmore	279
Nassawadox	18
Chesapeake	4
Wierwood	24
Birdsnest	21
Machipongo	83
Kendall Grove	1,413
Eastville	80
Simpkins	7
Total carloads generated by the line	5,494
Average carloads per week	105.7
Average carloads per mile	86.5
Average carloads per train	27.5
1973 operating information:	
Number of round trips per year	200
Estimated time per round trip (hours)	11
Locomotive horsepower	2,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Bayshore Concrete Products Corp. believes shift to motor carrier would result in a yearly cost increase of $60,000. Congressman Thomas N. Downing of the First District of Virginia noted that liquid fertilizer may not be brought by truck through the Chesapeake Bay Bridge Tunnel. Brown & Root, Inc., estimated 594 carloads in 1973 and estimated 652 carloads in 1974. This firm recently purchased land for a new factory on this line. The Association of Virginia Potato and Vegetable Growers estimated 4,900 carloads in 1973. Byrd Foods Inc. at Parksley estimated 50 originating carloads in 1973 but could generate 220 cars yearly if they had better service. Lance J. Eller, Inc., shifted from 100 percent reliance on rail service in 1972 to 63 percent in 1973. This company estimated 846 carloads in 1972 compared with 238 in 1973.

A. R. Lupcho, Jr., Campbell Soup, reported this line carries 300 carloads of frozen foods per year and projects 400 carloads. If Cape Charles Ferry route is abandoned, shipments would move 210 additional rail miles.

Robert Wilkins, Northern Propane Gas Co., Princess Anne, Md., stated 23 tank cars delivered 700,000 gallons of LP-gas to this plant and projects 63 tank cars in 1974.

C. Brooks Nagel, Nagel Farm Service, stated they received 82 carloads in 1973 from Portsmouth over the ferry and projects 300 carloads.

John William Eder, Jr., Zapata Haynie Corp., stated they shipped 333 rail cars in 1973 through PC yard at Cape Charles.

Information for Line Retention Decision

Revenue received by PC		$1,432,698
Average revenue per carload	$261	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	681,435	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	64,643	
Cost incurred beyond the branch line	992,173	
Total variable (avoidable) cost		1,738,251
Net contribution (loss): total		(305,553)
Average per carload	(56)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 6,500 crossties (an average of 102 crossties per mile).

This analysis *excludes* the revenues and costs associated with the traffic using the float operation. There are alternative through routes for routing the overhead traffic using the car float. A detailed analysis of the float operation is contained in Volume II, Chapter 18.

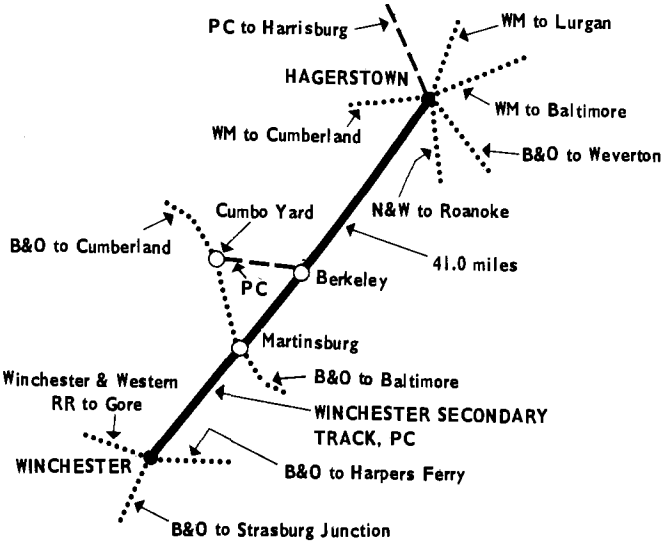
Preliminary Recommendation

It is *not* recommended that this portion of the Pocomoke Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $305,553 or $56 per carload. Recovery of costs would require approximately a 70 percent increase in traffic or a 20 percent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone will *not* make the line viable. During 1973, normal service to the Delmarva Peninsula was interrupted by damage to the C&D Canal bridge and by reduced float service due to the drydocking of the float. Other carriers have expressed interest in this line. (See discussion Appendix D and USRA line 165 above.)

WINCHESTER SECONDARY TRACK

USRA Line No. 205

Penn Central



This portion of the Winchester Secondary Track, formerly part of the Pennsylvania RR, extends from *Hagerstown, Md.* (Milepost 74.8), to *Winchester, Va.* (Milepost 115.8), a distance of *41.0 miles*, in Washington County, West Virginia and Frederick County, Virginia. At Hagerstown, this line connects with the PC Cumberland Valley Branch, also under study in this report. Also at Hagerstown, this line connects with the Western Maryland Baltimore-Elkins Line, the Norfolk & Western to Roanoke, the Baltimore & Ohio line to Brunswick, Md., and the Western Maryland line to Shippensburg, Pa. In addition, this line connects with: the PC Cumbo Secondary Track at Berkeley, W. Va.; and the Baltimore & Ohio Strasburg Branch and the Winchester & Western RR at Winchester. The Cumbo Secondary Track is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 188, 189 and 196).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Williamsport	62
Falling Water[1]	955
Martinsburg	952
Tabers	21
Inwood	641
Clearbrook	2,450
Winchester	2,039
Hagerstown	71
Total carloads generated by the line	7,191
Average carloads per week	138.3
Average carloads per mile	175.3
Average carloads per train	24.0
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	12
Locomotive horsepower	4,000
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled, "The Public Response to the Secretary of Transportation's Rail Service Report," indicated that Western Electric Company's new distribution center at Tabers, W. Va., is expected to generate between 975 and 1,000 carloads yearly by 1975. Western Electric performed an informal survey of users on this line and indicated that if their 1,000 carloads are included, the line's total annual volume would be almost 9,600 carloads. Corning Glassworks estimated 249 carloads in 1973; Erath Veneer projected 100 carloads. Kayser-Roth projected 300 carloads; Allied/Egry Business Systems estimated 321 carloads in 1973; Greer Steel Co. (Germany Valley Limestone) estimated 450 originating carloads in 1973. They stated in the RSPO hearings that "over the past 6 years an additional 20% of rail tonnage was lost because cars were not available." Mr. Thomas McGrath, Certain-Teed Products, submitted testimony at Baltimore, Md., stating the company has $3,337,000 invested in the plant and has planned capital improvements of $385,000 for 1974. He estimated 246 carloads for 1975.

Information for Line Retention Decision

Revenue received by PC	$2,544,195
Average revenue per carload	$354

Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	691,429	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	34,439	
Cost incurred beyond the branch line	1,633,397	
Total variable (avoidable) cost		2,359,265
Net contribution (loss): total		184,930
Average per carload	26	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 3,000 crossties (an average of 72 crossties per mile).

Recommendation

It is recommended that this portion of the Winchester Secondary Track be included in the ConRail System.

MASSACHUSETTS

Intrastate

PC

USRA line number	Terminals
6	Millbury to Millbury Junction
8/8a/9	Palmer to South Barre
10/10a/11	North Adams Junction to North Adams
13	South Sudbury to Lowell
14	Framingham Centre to Clinton
14a	Clinton to Fitchburg
15	South Braintree to Plymouth
16	Plymouth Secondary Track at Plymouth
17	North Abington to West Hanover
19	Westdale to East Bridgewater
20	Middleboro to Buzzards Bay
21	Buzzards Bay to Hyannis
22	Yarmouth to South Dennis
23/24	Buzzards Bay to Falmouth
25	Stoughton to Easton
26	Dedham to Readville
29	Cedar to Wrentham
30	Cedar to East Walpole
31/32	Walpole to Milford
33	Forest Hills to Needham Junction
34	Needham Junction to Cook Street
35	Needham Junction to Medfield Junction
682	Canton Junction to Stoughton
683	Westfield to Holyoke
684	Westfield to Easthampton

Interstate

Massachusetts to Connecticut (these lines are discussed under Connecticut)

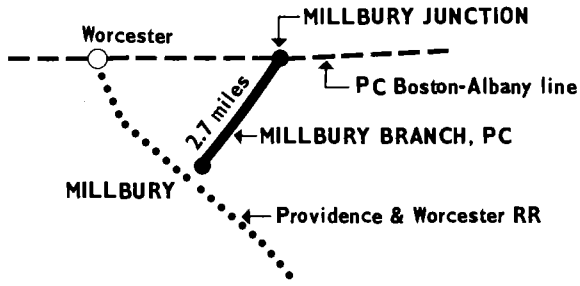
40	Webster, Mass. to Southbridge, Mass.
44	East Longmeadow, Mass. to Hazardville, Conn.
54	Westfield, Mass. to Simsbury, Conn.
59	South Lee, Mass. to Canaan, Conn.
678a	Auburn, Mass. to Putnam, Conn.

MILLBURY BRANCH

USRA Line No. 6

Penn Central

The Millbury Branch, formerly a branch of the New York Central RR, extends from *Millbury Junction* (Milepost 0.0) to *Millbury, Mass.* (Milepost 2.7), a distance of *2.7 miles*, in Worcester County, Mass. At Millbury Junction it connects with the Boston-Albany line



of the Penn Central; at Millbury with the Providence & Worcester RR. This line was not described as potentially excess in the U.S. DOT Report (see Zone 25).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Millbury	91
Total carloads generated by the line	91
Average carloads per week	1.8
Average carloads per mile	33.7
Average carloads per train	1.8
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	2
Locomotive horsepower	1,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$36,964
Average revenue per carload	$406	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	26,860	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	3,605	
Cost incurred beyond the branch line	20,840	
Total variable (avoidable) cost		51,305
Net contribution (loss): total		(14,341)
Average per carload	(158)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's

minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 530 crossties (an average of 196.3 crossties per mile).

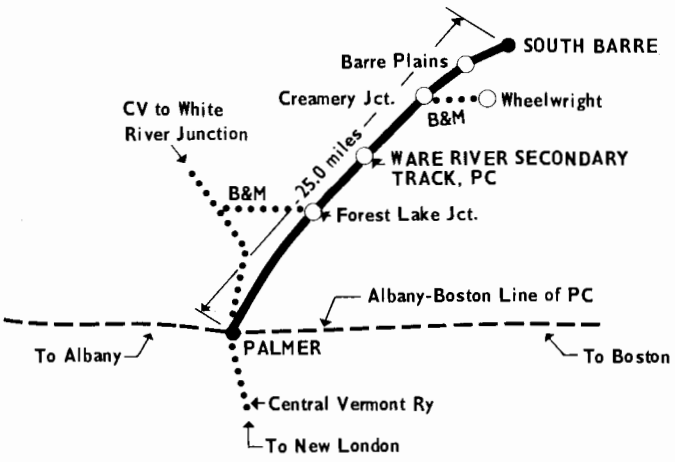
Preliminary Recommendation

It is *not* recommended that the Millbury Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $14,341 or $158 per carload. Recovery of costs would require approximately an 88 percent increase in traffic or a 40 percent rate increase over the 1973 levels.

WARE RIVER SECONDARY TRACK,

USRA Line No. 8–8a–9

Penn Central



The Ware River Secondary Track, formerly a branch of the New York Central RR, extends from *Palmer* (Milepost 0.0) to *South Barre, Mass.* (Milepost 25.0), a distance of *25.0 miles*, in Hampden, Hampshire and Worcester counties, Mass. This line connects with the Albany-Boston line of the Penn Central and with the Central Vermont Railway at Palmer. The Wheelwright Branch of the Boston & Maine comes in from Northampton at Forest Lake Junction (Milepost 7.2) and uses these tracks as far as Creamery Junction (Milepost 18.4), where it diverges for Wheelwright. The portion between Creamery Junction and Wheelwright is being served temporarily by the PC as a washout between Northampton and Forest Lake Junction has made that portion inaccessible to the B&M. Except for the portion of the line between Barre Plains (Milepost 23.7) and South Barre, this line was not declared as potentially excess in the U.S. DOT Report (see Zones 21 and 24).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Palmer [1]	81
Thorndike	248
Ware	9
Gilbertville	29
Old Furnace	54
Barre Plains	344
S. Barre	15
Total carloads generated by the line	780
Average carloads per week	15.0
Average carloads per mile	31.2
Average carloads per train	3.0
1973 operating information:	
Number of round trips per year	260
Estimated time per round trip (hours)	10.0
Locomotive horsepower	2,000
Train crew size	4

[1] Includes only shippers on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that traffic loadings for a part of the line should be corrected to show 1972 volumes of 30 carloads per year for Barre Plains and 486 cars for South Barre. USRA staff has found that Barre Wool Company at South Barre and Roman Tissue Mills in Wheelwright (on the B&M Line) are both closing their facilities.

Information for Line Retention Decision

Revenue received by PC		$296,673
Average revenue per carload	$380	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	307,810	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	55,939	
Cost incurred beyond the branch line	209,011	
Total variable (avoidable) cost		572,760
Net contribution (loss): total		(276,087)
Average per carload	(354)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 12,500 crossties (an average of 500 crossties per mile). The State of Massachusetts has asked USRA to consider shippers in Ware and Wheelwright, formerly served by the B&M, to have service provided by Penn Central and/or ConRail. This service program was required as the result of a washout

of a bridge on the B&M line west of Forest Lake Junction.

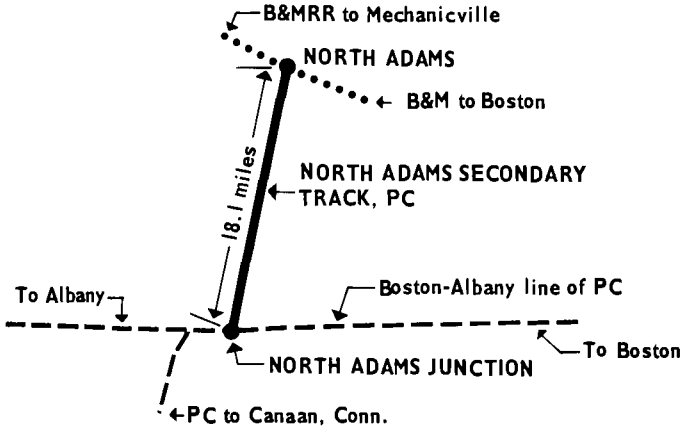
Preliminary Recommendation

It is *not* recommended that the Ware River Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $276,087 or $354 per carload. Recovery of costs would require approximately a threefold increase in traffic or a 90 percent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone will NOT make the line viable.

NORTH ADAMS SECONDARY TRACK

USRA Line No. 10–10a–11

Penn Central



The North Adams Secondary Track, formerly part of the New York Central RR, extends from *North Adams Junction* (Milepost 0.0) to *North Adams, Mass.* (Milepost 18.1), a distance of *18.1 miles* in Berkshire County, Mass. This line connects with the Albany-Boston line of the Penn Central at North Adams Junction, and with the Boston & Maine RR at North Adams. The portion from Adams to North Adams was not identified for study; however, on October 26, 1973, the PC filed for abandonment of the northern portion of the line, *3.2 miles* from Zylonite to North Adams, severing the B&M connection. The portion of this line from North Adams Junction to Adams (Milepost 13.1) was declared potentially excess in the U.S. DOT Report (see Zones 22 and 23).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Farnams	2
Cheshire	1
Adams	855
Renfrew	1,670
Zylonite	373
North Adams	160
Coltsville	5
Total carloads generated by the line	3,066
Average carloads per week	59.0
Average carloads per mile	169.4
Average carloads per train	11.8
1973 operating information:	
Number of pound trips per year	260
Estimated time per round trip (hours)	10.0
Locomotive horsepower	1,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that ten shippers located at Adams would be isolated if the segment between N. Adams Jct. and Adams as well as the segment between Adams and N. Adams were abandoned. These ten shippers generated 2,546 carloads in 1973, and according to their statements, expect to generate in excess of 3,575 carloads per year in the future. The largest shipper is Charles Pfizer, Inc., a heavy outbound shipper of limestone. The Pfizer Company expressed a doubt that the B&M Hoosac Tunnel route could handle their limestone shipments. The community expressed a fear that any abandonment of rail service to Adams would make it difficult to pay off the community's new water pollution control system bonds. Bond payments are dependent upon plant user fees. It was also reported that Warren Smith of New York is attempting to establish a short line railroad company which would operate on the Penn Central Berkshire Line, south to the former New Haven Shoreline route.

Information for Line Retention Decision

Revenue received by PC		$1,075,119
Average revenue per carload	$351	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	344,098	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	21,228	
Cost incurred beyond the branch line	650,276	
Total variable (avoidable) cost		1,015,602
Net contribution (loss): total		59,517
Average per carload	19	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,000 crossties (an average of 110 crossties per mile).

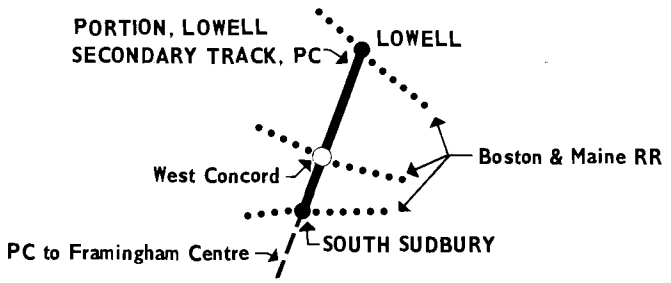
Recommendation

It is recommended that the North Adams Secondary Track be included in the ConRail System.

PORTION OF LOWELL SECONDARY TRACK

USRA Line No. 13

Penn Central



This portion of the Lowell Secondary track, formerly a part of the New Haven RR, extends from *South Sudbury* (Milepost 0.0) to *Lowell, Mass.* (Milepost 26.5), a distance of *26.5 miles*, in Middlesex County, Mass. This line connects with its own southerly continuation at South Sudbury, with the Central Massachusetts branch of the Boston & Maine RR, also at South Sudbury, with the Boston-Mechanicville main line of the Boston & Maine at West Concord (Milepost 11.5), and with the Boston-White River Junction main line of the Boston & Maine at Lowell. This line was declared potentially excess in the U.S. Department of Transportation Report (see Zones 13, 14 and 19).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
S. Sudbury	30
Sudbury	9
W. Concord	3
Acton	120
S. Chelmsford	3
Chelmsford	104
Lowell	649
Total carloads generated by the line	918
Average carloads per week	17.7
Average carloads per mile	34.6
Average carload per train	3.5
1973 operating information:	
Number of round trips per year	260
Estimated time per round trip (hours)	6
Locomotive horsepower	1,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that three firms located in Acton (2.3 miles north of W. Concord) are active users of this line. Deck House, Inc., expects to double its 1973 traffic, and Dewey and Almy expect a 10-percent increase in carloads. Acorn Structures, a new firm, projects its traffic requirements to reach 150 carloads annually. USRA can find no record of these shippers on the PC at Acton; they appear to be served by the B&M at South Acton.

Information for Line Retention Decision

Revenue received by PC		$375,716
Average revenue per carload	$409	
Variable (avoidable) cost of continued services:		
Cost incurred on the branch line		271,351
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	51,444	
Cost incurred beyond the branch line	264,045	
Total variable (avoidable) cost		586,840
Net contribution (loss): Total		(211,124)
Average per carload	(230)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 10,732 crossties (an average of 405 crossties per mile).

Preliminary Recommendation

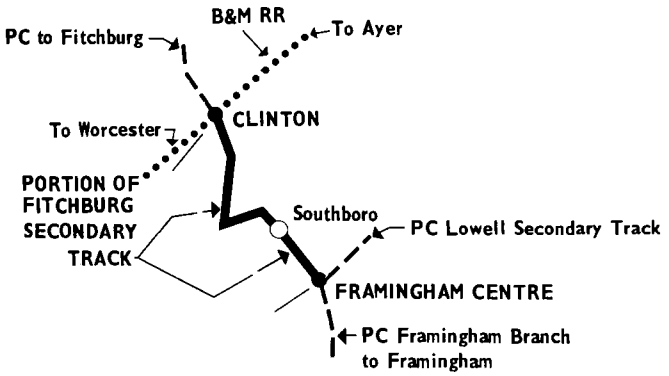
It is *not* recommended that this portion of the Lowell Secondary Track be included in the ConRail System. Continued operation of this lane would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $211,124 or $230 per carload. Recovery of costs would require approximately a twofold increase in traffic or a 60 percent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone will not make the line viable.

PORTION OF FITCHBURG SECONDARY TRACK

USRA Line No. 14

Penn Central

This portion of the Fitchburg Secondary Track, formerly a part of the New Haven RR, extends from *Framingham Centre* (Milepost 0.0) to *Clinton, Mass.* (Milepost 22.0), a distance of *22.0 miles*, in Middlesex and Worcester Counties, Mass. This line connects with the PC Framingham branch and Lowell Secondary Track,



both at Framingham Centre, with its own northerly continuation at Clinton, also under study in this Report, and with the Worcester-Ayer line of the Boston & Maine RR at Clinton. The portion of this line from Southboro (Milepost 4.5) to Clinton was declared potentially excess in the U.S. DOT Report; the portion from Framingham Centre to Southboro was not (see Zones 14, 19 and 25).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Framingham Centre[1]	877
Southboro	1,050
Marlboro	1
Northboro	1,684
Berlin	7
Clinton	666
Total carloads generated by the line	4,285
Average carloads per week	82.4
Average carloads per mile	194.8
Average carloads per train	16.5
1973 Operating information:	
Number of round trips per year	260
Estimated time per round trip (hours)	12.0
Locomotive horsepower	1,500
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report," indicated that local industries along this line would suffer increases in costs or be forced out of business, if rail service were withdrawn. The New England Wholesale Grocers Co. reported that the loss of Penn Central service to Northboro would increase the cost of goods from 10 cents to 16 cents per case. Colonial Press and The William Reisner Co. indicated that the loss of rail service at Clinton would force their closure and result in the loss of 1,600 jobs. However, the Colonial Press receives its traffic from the Boston & Maine.

Information for Line Retention Decision

Revenue received by PC		$1,803,805
Average revenue per carload	$421	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	403,441	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	32,241	
Cost incurred beyond the branch line	1,258,263	
Total variable (avoidable) cost		1,693,945
Net contribution (loss) total		109,860
Average per carload	26	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph) based on available information, this upgrading would include the replacement of a total of 5,940 crossties (an average of 270 crossties per mile).

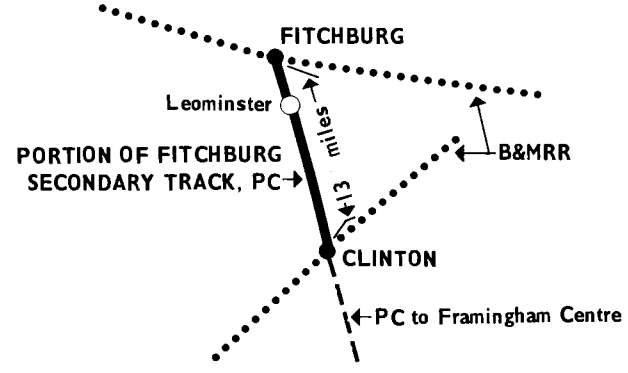
Recommendation

It is recommended that this portion of the Fitchburg Secondary Track be included in the ConRail System.

PORTION OF FITCHBURG SECONDARY TRACK

USRA Line No. 14a

Penn Central



This portion of the Fitchburg Secondary Track, formerly a part of the New Haven RR, extends from *Clinton* (Milepost 22.0) to *Fitchburg, Mass.* (Milepost 35.0), a distance of *13.0 miles*, in Worcester County, Mass. This line connects with its own southeasterly continuation at Clinton, also under study in this Report, with the Worcester-Ayer line of the Boston & Maine RR, also at Clinton, and with the Boston-Mechanicville line of the Boston & Maine at Fitchburg. The portion of this line from Clinton to Leominster (Milepost 30.7)

was declared potentially excess in the U.S. DOT Report; the portion from Leominster to Fitchburg was not (see Zones 19, 20 and 25).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Pratt's Jct.	69
Leominster	2,398
Fitchburg	516
Total carloads generated by the line	2,983
Average carloads per week	57.4
Average carloads per mile	229.5
Average carloads per train	11.5
1973 operating information:	
Number of round trips per year	260
Estimated time per round trip (hours)	12.0
Locomotive horsepower	1,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided by the Leominster and Fitchburg Chambers of Commerce at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the railroad line between Leominster and Northboro generated 4,097 carloads in 1973, or 153 carloads per mile.

Information for Line Retention Decision

Revenue received by PC		$2,245,676
Average revenue per carload	$753	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	354,116	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	15,393	
Cost incurred beyond the branch line	1,787,992	
Total variable (avoidable cost)		2,157,546
Net contribution (loss): Total		88,130
Average per carload	30	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 3,510 crossties (an average of 270 crossties per mile).

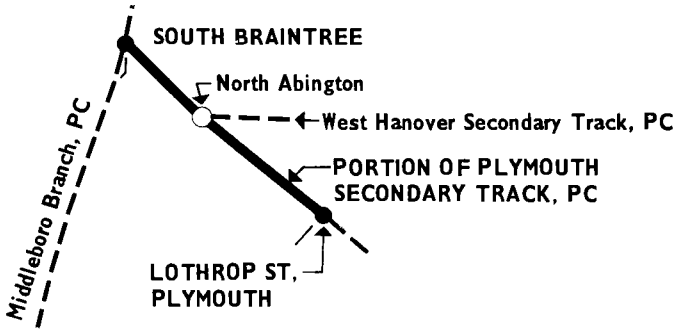
Recommendation

It is recommended that this portion of the Fitchburg Secondary Track be included in the ConRail System.

PORTION OF THE PLYMOUTH SECONDARY TRACK

USRA Line No. 15

Penn Central



This portion of the Plymouth Secondary Track, formerly part of the New Haven RR, extends from *South Braintree* (Milepost 1.7) to *Plymouth, Mass.* (Milepost 27.1), a distance of *25.4 miles*, in Norfolk and Plymouth Counties, Mass. This line connects with the Middleboro Branch of the Penn Central at South Braintree, with the West Hanover Secondary track of the PC at North Abington and with its own southerly continuation at Lothrop Street, Plymouth. The two latter lines are also under study in this Report. Although PC operates the freight service on this line, it is owned by the Massachusetts Bay Transportation Authority. MBTA bought the line from the PC in January 1973 for possible future passenger transportation use. This line was described as potentially excess in the U.S. DOT Report (see Zones 14, 15 and 16).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
S. Weymouth	78
N. Abington	34
Abington	182
Whitman	147
S. Hanson	87
Burrage	1
Kingston	84
Cordage	0
N. Plymouth	405
Total carloads generated by the line	1,018
Average carloads per week	19.6
Average carloads per mile	40.1
Average carloads per train	3.9
1973 operating information:	
Number of round trips per year	260
Estimated time per round trip (hours)	9
Locomotive horsepower	1,750
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their

reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report," indicated that John J. Gallagher, Inc., S. Weymouth, Mass. shipped an estimated 75–100 carloads in 1973 and is projecting 295 carloads. Because of the increase (70%) in population in this area since 1960, evidence was introduced to show that tourists and Boston Commuters would benefit from improved commuter-passenger service if it were extended to Plymouth.

Information for Line Retention Decision

Revenue received by PC		$350,969
Average revenue per carload	$345	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	[1] 213,725	
Cost of upgrading branch line to FRA Class 1: (1/10 of total upgrading cost)	37,348	
Cost incurred beyond the branch line	267,347	
Total variable (avoidable) cost		518,420
Net contribution (loss): Total		(167,451)
Average per carload	(164)	

1 Excludes ownership costs due to MBTA ownership.

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 8,856 crossties (an average of 348 crossties per mile).

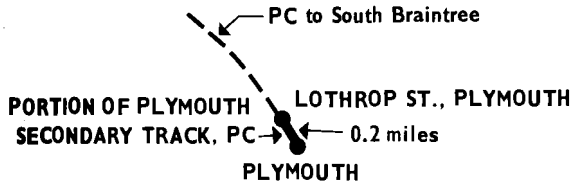
Preliminary Recommendation

It is *not* recommended that freight service be provided over this portion of the Plymouth Secondary Track by the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $167,451 or $164 per carload. Recovery of costs would require approximately a two-fold increase in traffic or a 45 per cent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone will *not* make the line viable.

PORTION OF THE PLYMOUTH SECONDARY TRACK

USRA Line No. 16

Penn Central



This portion of the Plymouth Secondary Track, formerly part of the New Haven RR, extends from *Lothrop Street, Plymouth* (Milepost 27.1), to *Plymouth, Mass.* (Milepost 27.3), a distance of *0.2 miles*, in Plymouth County, Massachusetts. It connects with the northerly continuation of this line at Lothrop Street, Plymouth, which sector is also under study in this report. This line was described as potentially excess in the U.S. DOT Report. (See Zone 16.) The PC had previously filed with the ICC for abandonment of this sector in October, 1972 (Docket No. AB–5, 136).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:		
Plymouth		100
Total carloads generated by the line		100
Average carloads per week	1.9	
Average carloads per mile	500.0	
Average carloads per train	1.9	
1973 Operating Information:		
No. of Round Trips Per Year		52
Estimated Time Per Round Trip (hours)		0.5
Locomotive horsepower		1,750
Train crew size		4

Information Provided by RSPO, Shippers, Government Agencies

No information was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report".

Information for Line Retention Decision

Revenue received by PC		$43,124
Average revenue per carload	$431	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	10,108	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	370	
Cost incurred beyond the branch line	37,796	
Total variable (avoidable) cost		48,274
Net contribution (loss) total		(5,150)
Average per carload	(52)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 108 crossties (an average of 540 crossties per mile). This line was sold to the 350th Anniversary of Plymouth, Inc. on June 17, 1971. PC retained easement to occupy the premises and serve the team-track facility pending ICC approval to abandon.

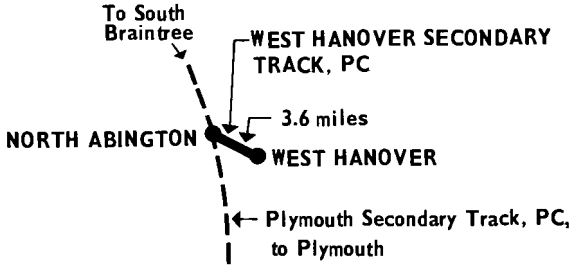
Preliminary Recommendation

It is *not* recommended that this portion of the Plymouth Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $5,150 or $52 per carload. Recovery of costs would require approximately a 100 percent increase in traffic or a 12 percent rate increase over the 1973 levels.

WEST HANOVER SECONDARY TRACK

USRA Line No. 17

Penn Central



The West Hanover Secondary Track, formerly a part of the New Haven RR, extends from a junction with the PC Plymouth Secondary Track at *North Abington* (Milepost 0.0) to *West Hanover, Mass.* (Milepost 3.6), a distance of *3.6 miles*, in Plymouth County, Mass. (The Plymouth Secondary Track is also under study in this Report. This line was declared potentially excess in the U.S. DOT Report (see Zone 14).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Rockland	37
West Hanover	562
Total carloads generated by the line	599
Average carloads per week	11.5
Average carloads per mile	166.4
Average carloads per train	3.8
1973 Operating information:	
Number of round trips per year	156
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,750
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report," indicated that seven firms rely on freight service along this line. Two firms expect to increase their 1973 traffic levels. United Cabinet Corp. forecasts a doubling of traffic to 295 annual carloads while Angelo's Supermarket expects produce carloads to reach 450 per year versus 300 in 1973. United Cabinet Corp., with 25 employees, expects to close its plant if rail service is terminated. USRA has found that both United Cabinet and Angelo's have recently expanded their facilities.

Information for Line Retention Decision

Revenue received by PC		$164,558
Average revenue per carload	$275	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	55,609	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	10,960	
Cost incurred beyond the branch line	149,528	
Total variable (avoidable) cost		216,097
Net contribution (loss) Total		(51,539)
Average per carload	(86)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,944 crossties (an average of 540 crossties per mile). Available information indicates that the traffic level on this line may increase 300 carloads over the 1973 level. However, recovery of costs would require a three-fold increase in traffic.

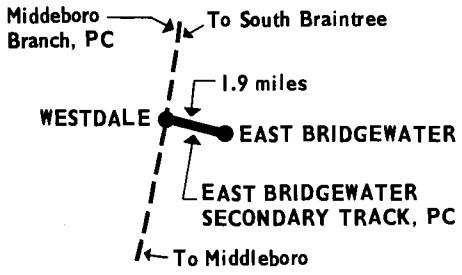
Preliminary Recommendation

Although the preliminary recommendation is that the West Hanover Secondary Track not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $51,539 or $86 per carload. Recovery of costs would require approximately a three-fold increase in traffic or a 30 percent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone will *not* make the line viable.

EAST BRIDGEWATER SECONDARY TRACK

USRA Line No. 19

Penn Central



The East Bridgewater Secondary track, formerly a part of the New Haven RR, extends from *Westdale* (Milepost 0.0) to *East Bridgewater, Mass.* (Milepost 1.9) a distance of *1.9 miles*, in Plymouth County, Mass. At Westdale this line connects with the Middleboro Branch of the Penn Central. This line was not declared potentially excess in the U.S. DOT Report (see Zone 15). The Penn Central has filed an application to the ICC to abandon it in July 1972, Docket No. AB–5, Sub. 66. The application has not been acted on.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
E. Bridgewater[1]	112
Total carloads generated by the line	112
Average carloads per week	2.2
Average carloads per mile	59.0
Average carloads per train	2.2
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	1
Locomotive horsepower	1750
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$38,386
Average revenue per carload	$343	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	18,849	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	2,505	
Cost incurred beyond the branch line	22,455	
Total variable (avoidable) cost		43,809
Net contribution (loss): Total		(5,423)
Average per carload	(48)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 50 crossties (an average of 42 crossties per mile).

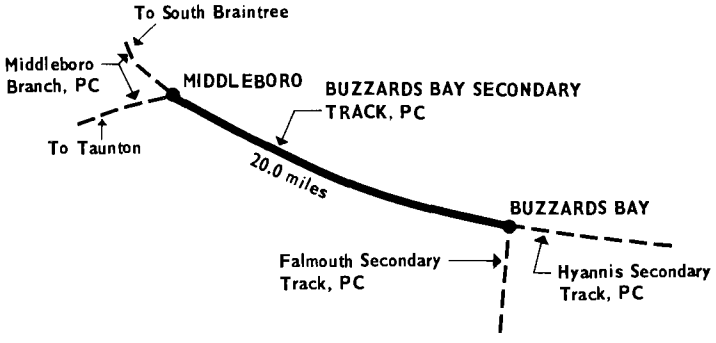
Preliminary Recommendation

It is *not* recommended that the East Bridgewater Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $5,423 or $48 per carload. Recovery of costs would require approximately a 130 percent increase in traffic or a 14 percent rate increase over the 1973 levels.

BUZZARDS BAY SECONDARY TRACK

USRA Line No. 20

Penn Central



The Buzzards Bay Secondary Track, formerly part of the New Haven RR, extends from *Middleboro* (Milepost 0.0) to *Buzzards Bay, Mass.* (Milepost 20.0), a distance of *20.0 miles*, in Plymouth and Barnstable Counties, Mass. This line connects with the Middleboro Branch of the PC at Middleboro. At Buzzards Bay it connects with the Falmouth and Hyannis Secondary Tracks of the PC, both also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 16).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Tremont	121
Wareham	35
Onset	150
Buzzards Bay	11
Middleboro[1]	75
Total carloads generated by the line	392
Average carloads per week	7.4

See footnote at end of table.

Average carloads per mile	19.6
Average carloads per train	3.8
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	6.0
Locomotive horsepower	1,500
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicates that industries on Cape Cod are dependent on continued rail service, for which this line is the gateway to the peninsula. Much interest was expressed in restoration of passenger train service to Cape Cod. Ye Olde Passenger Service is one party interested in acquiring trackage rights. Negotiations have also been held with Amtrak concerning experimental Boston-to-Cape Cod service. Planners project a doubling of local population every 5 years until at least 1990. The town of Middleboro is spending $5 million on a new sewage treatment plant in order to accommodate Ocean Spray Cranberries' plant. A study by Carl Englund indicated that the cost of upgrading the track between Alden and Buzzards Bay would be $200,000 for freight service or $436,000 for passenger service.

Information for Line Retention Decision

Revenue received by PC		$179,264
Average revenue per carload	$457	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	167,929	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	13,583	
Cost incurred beyond the branch line	86,302	
Total variable (avoidable) cost		267,814
Net contribution (loss): total		(88,550)
Average per carload	(226)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 800 crossties (an average of 40 crossties per mile).

Although service to this line generates a loss, service to USRA segment 21 (which is served via this line) generates a net contribution of $86,755.

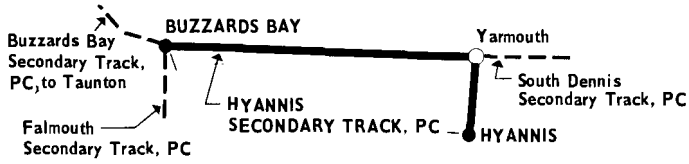
Preliminary Recommendations

It is recommended that the Buzzards Bay secondary track be included in the ConRail System. Although service to this line generates a loss, service to USRA segment 21 (which is served by this line) generates a net contribution of $86,755.

HYANNIS SECONDARY TRACK

USRA Line No. 21

Penn Central



The Hyannis Secondary Track, formerly a part of the New Haven RR, extends from *Buzzards Bay* (Milepost 0.0) to *Hyannis, Mass.* (Milepost 24.3), a distance of *24.3 miles*, in Barnstable County, Massachusetts. At Buzzards Bay, it connects with the Buzzards Bay and Falmouth Secondary tracks of the PC, and Yarmouth (Milepost 21.2) with the South Dennis Secondary Track. All three of these connecting lines are among those studied in this Report. This line was declared potentially excess in the US DOT Report (see Zone 16).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Sagamore	203
Sandwich	295
E. Sandwich	0
W. Barnstable	163
Barnstable	1
Yarmouth	324
Hyannis	522
Total carloads generated by the line	1,508
Average carloads per week	29.0
Average carloads per mile	62.1
Average carloads per train	5.8
1973 operating information:	
Number of round trips per year	260
Estimated time per round trip (hours)	4
Locomotive horsepower	1,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that a shift to highway mode by the Cape Cod sand and gravel shippers would be affected by present restrictions on highway movements of heavy and oversize materials.

A group on the Cape is currently developing a program which they hope will result in the movement of over 6,000 carloads a year of solid waste westbound from the Cape region. Several groups hope to use this line for restoration of Boston-Cape Cod passenger service (see comments on USRA segment 20). The Bay Colony Transportation Corp. recommended the abandonment of this line along with a State of Massachusetts acquisition of the right-of-way. Bay Colony then would offer to operate the line for the State as a Class II short line railroad. A study by Carl Englund reported that it would cost $242,000 to upgrade this segment of track for safe operation of freight service, and $745,000 to rehabilitate the line for passenger service. The largest shippers at Hyannis are Cape Cod Ready Mix Concrete Company (250 to 275 carloads in 1973), and John Hinckhey & Sons Lumber Co. (103 carloads in 1974). Packaging Industries Company shipped 23 carloads in 1973, but claims that they may ship between 270 and 312 carloads in future years.

Information for Line Retention Decision

Revenue received by PC		$697,690
Average revenue per carload	$463	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	267,578	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	405,435	
Total variable (avoidable) cost		673,013
Net contribution (loss): total		24,677
Average per carload	16	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

Although service to this line generates a net contribution, service between milepost 7.5 and 24.3 generates a loss of $65,596 or $62 per car.

Recommendation

It is recommended that the portion of the Hyannis Secondary Track *between milepost 0.0 and milepost 7.5* be included in the ConRail System.

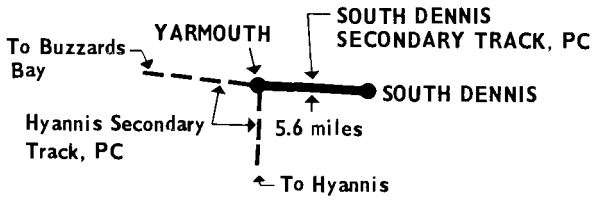
Preliminary Recommendation

It is *not* recommended that the portion of the Hyannis Secondary Track *from milepost 7.5 to milepost 24.3* be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $65,596 or $62 per carload. Recovery of costs would require approximately a 50 percent increase in traffic or a 17 percent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone will NOT make the line viable.

SOUTH DENNIS SECONDARY TRACK

USRA Line No. 22

Penn Central



The South Dennis Secondary Track, formerly a part of the New Haven RR, extends from *Yarmouth* (Milepost 0.0) to *South Dennis, Mass.* (Milepost 5.6) a distance of *5.6 miles*, in Barnstable County, Mass. At Yarmouth, it connects with the Hyannis Secondary Track of the PC, which is also under study in this Report. This line was declared potentially excess in the U.S. DOT Report (see Zone 16).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Bass River	21
S. Dennis	416
Total carloads generated by the line	437
Average carloads per week	8.4
Average carloads per mile	78.0
Average carloads per train	1.7
1973 operating information:	
Number of round trips per year	260
Estimated time per round trip (hours)	2.6
Locomotive horsepower	1,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that this line is an integral part of the Buzzards Bay-Yarmouth-Hyannis line (see additional comments under Lines Nos. 20, 21 and 23–24).

Information for Line Retention Decision

Revenue received by PC		$187,497
Average revenue per carload	$429	

Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	78,137	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	188,263	
Total variable (avoidable) cost		266,400
Net contribution (loss): Total		(78,903)
Average per carload	(181)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.).

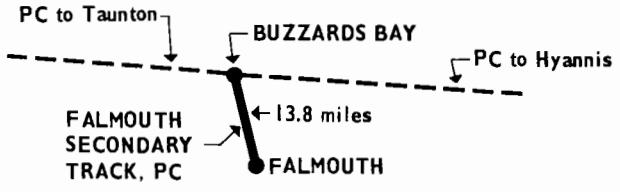
Preliminary Recommendation

It is *not* recommended that the South Dennis Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $78,903 or $181 per carload. Recovery of costs would require an increase in traffic and a rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone will *NOT* make the line viable.

FALMOUTH SECONDARY TRACK

USRA Line No. 23–24

Penn Central



The Falmouth Secondary Track, formerly a part of the New Haven RR, extends from *Buzzards Bay* (Milepost 0.0) to *Falmouth, Mass.* (Milepost 13.8), a distance of *13.8 miles*, in Barnstable County, Mass. This line connects at Buzzards Bay with the Buzzards Bay and Hyannis Secondary Tracks of the PC, to Taunton and Hyannis, respectively, which are also being studied in this Report. The PC had filed with the ICC for abandonment of the portion of the line between North Falmouth (Milepost 6.7) and Falmouth, a distance of 7.1 miles, in November 1973, ICC Docket AB–5–134. In August 1974, the PC also petitioned USRA for abandonment of this portion. This line was declared potentially excess in the U.S. DOT Report (see Zone 16).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Cataumet	0
N. Falmouth	125
Falmouth	97
Total carloads generated by the line	222
Average carloads per week	4.3
Average carloads per mile	16.1
Average carloads per train	1.2
1973 operating information:	
No. of round trips per year	190
Estimated time per round trip (hours)	5.0
Locomotive horsepower	1,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Otis Air Force Base receives over 112 cars of coal from this line and that coal receipts may grow to 200 carloads. Otis is contemplating a switch to rail receipts of jet fuel which would result in an additional 20,000 tons of freight. Carl Englund estimates $114,000 in rehabilitation costs for freight service between Buzzards Bay and Falmouth, and $68,000 for passenger related track work. The Penn Central has asked USRA for permission to abandon 7.1 miles of track between Falmouth and N. Falmouth under provisions of Section 304(f) of the Regional Rail Reorganization Act of 1973. The 304(f) abandonment petition was opposed by Governor Francis Sargent on October 22, 1974. The Governor stated that this section of track is vital to present users, that shipping will increase in 1974, and that the subject line will be a part of any restoration of Cape area rail passenger service. USRA has had discussions with the MBTA, and the Department of Defense about the options available under the Reorganization Act for preservation of both potential passenger routes and the needs of national defense facilities.

Information for Line Retention Decision

Revenue received by PC		$85,276
Average revenue per carload	$384	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	148,019	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	66,432	
Total variable (avoidable) cost		214,451
Net contribution (loss): Total		(129,175)
Average per carload	(582)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (class I track which has a maximum safe operating speed of 10 mph).

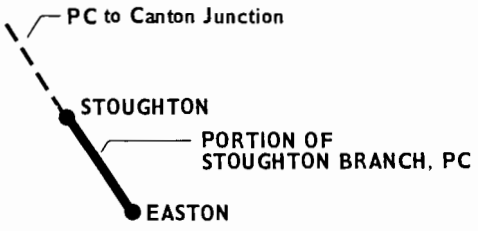
Preliminary Recommendation

It is *not* recommended that the Falmouth Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $129,175 or $582 per carload. Recovery of costs would require approximately a seven-fold increase in traffic or a 150 percent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone will NOT make the line viable.

PORTION OF STOUGHTON BRANCH

USRA Line No. 25

Penn Central



This portion of the Stoughton Branch, formerly part of the New Haven RR, extends from *Stoughton* (Milepost 4.4) to the *End of track near Easton, Mass.*, (Milepost 10.0), a distance of 5.6 miles, in Norfolk and Bristol Counties, Mass. At Stoughton, this line connects with its own northerly continuation to Canton Junction, which segment is also under study in this report. The PC had applied to the ICC to abandon the line, in October 1972, (Docket No. AB–5, Sub. 137). Before action was taken by the ICC, the PC sold the line in January 1973 to the Massachusetts Bay Transportation Authority. The PC continues to provide freight service over the line. The PC has also applied to the U.S. Railway Association for permission to discontinue freight operations over the line. (Docket No. 75–28). This Line was described as potentially excess in the U.S. DOT Report (see Zone 15).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Easton	82
North Easton	0
Total carloads generated by the line	82
Average carloads per week	1.6
Average carloads per mile	14.6
Average carloads per train	1.6
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	3.0
Locomotive horsepower	1,750
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicates the Transportation Committee of the town of Easton has initiated an effort to restore passenger service on this line. The Massachusetts Bay Transportation Authority owns but PC maintains the track between Stoughton and Easton for freight service.

Information for Line Retention Decision

Revenue received by PC		$31,408
Average revenue per carload	$383	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line[1]	35,248	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	23,502	
Total variable (avoidable) cost		58,750
Net contribution (loss) Total		(27,342)
Average per carload	(333)	

[1] This line is owned by MBTA; therefore, the costs reported are exclusive of ownership costs.

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.).

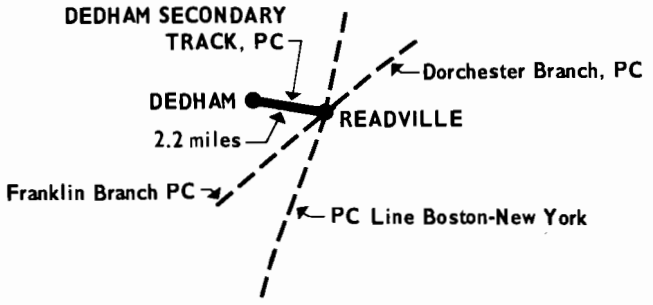
Preliminary Recommendation

It is *not* recommended that this portion of the Stoughton Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $27,342 or $333 per carload. Recovery of costs would require approximately a four-fold increase in traffic or a 90 percent rate increase over the 1973 levels.

DEDHAM SECONDARY TRACK

USRA Line No. 26

Penn Central



The Dedham Secondary Track, formerly part of the New Haven RR, extends from *Readville* (Milepost 0.0) to *Dedham, Mass.* (Milepost 2.2), a distance of *2.2 miles*, in Suffolk and Norfolk Counties, Mass. It connects with the Shore Line, Franklin and Dorchester Branches of the Penn Central at Readville. Although PC is the operator of the freight service on the Dedham Secondary Track, the line is owned by the Massachusetts Bay Transportation Authority. The MBTA purchased the line from the PC for possible future passenger transportation use. This line was described as potentially excess in the U.S. DOT Report (see Zone 14).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:		
Dedham		27
East Dedham		99
Total carloads generated by the line		126
Average carloads per week	2.4	
Average carloads per mile	57.3	
Average carloads per train	2.4	
1973 Operating information:		
Number of round trips per year		52
Estimated time per round trip (hours)		2
Locomotive horsepower		1,750
Train crew size		4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Massachusetts Dept. of Commerce and Development foresaw no serious impact if this line were abandoned. Only one job would be jeopardized.

Information for Line Retention Decision

Revenue received by PC		$55,099
Average revenue per carload	$437	
Variable (avoidable) Cost of Continued Service:		
Cost incurred on the branch line	21,491 [1]	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	34,857	
Total variable (avoidable) cost		56,348
Net contribution (loss): total		(1,249)
Average per carload	(10)	

[1] Excludes ownership and maintenance costs due to MBTA ownership.

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Although this line generates a loss, a 6 per cent growth in traffic or a 2 percent rate increase over 1973 levels will enable financial self-sufficiency.

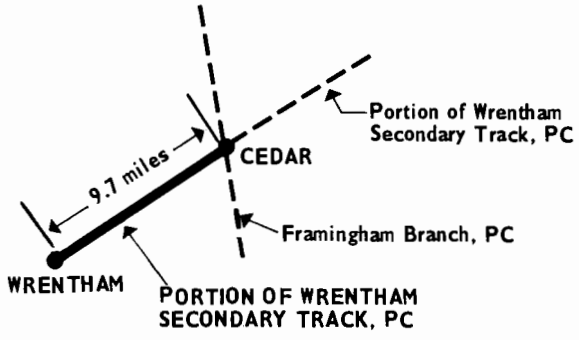
Recommendation

It is recommended that freight service be provided to the Dedham Secondary Track by the ConRail System.

PORTION OF WRENTHAM SECONDARY TRACK

USRA Line No. 29

Penn Central



This portion of the Wrentham Secondary Track, formerly a part of the New Haven RR, extends from *Cedar* (Milepost 6.0) to *Wrentham, Mass.* (Milepost 15.7), a distance of *9.7 miles*, in Norfolk County, Mass. This line connects at Cedar with its own continuation to Norwood Central (the portion of which from Cedar to East Walpole is also under study in this Report) and with the Framingham Branch of the PC. This line was declared potentially excess in the U.S. DOT Report (see Zones 14 and 17).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Wrentham	143
Total carloads generated by the line	143

Average carloads per week	2.8
Average carloads per mile	14.7
Average carloads per train	2.9
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	4.0
Locomotive horsepower	1,750
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report," indicated that traffic between Wrentham and Norwood amounted to 260 carloads in 1973. The Massachussetts Department of Commerce and Development considers active continuation of this total segment crucial to the continuation of 146 jobs. USRA staff identified 2 shippers at Wrentham, both reportedly not using rail. Of the four shippers at Plainville, a majority own their own trucks and use rail for a minority of their receipts and shipments. The 3.7 miles of track eastward between Cedar and East Walpole is presently "out of service."

Information for Line Retention Decision

Revenue received by PC		$42,472
Average revenue per carload	$297	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	79,303	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	24,897	
Cost incurred beyond the branch line	27,107	
Total variable (avoidable) cost		131,307
Net contribution (loss): Total		(88,835)
Average per carload	(621)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 1,297 crossties (an average of 133.7 crossties per mile).

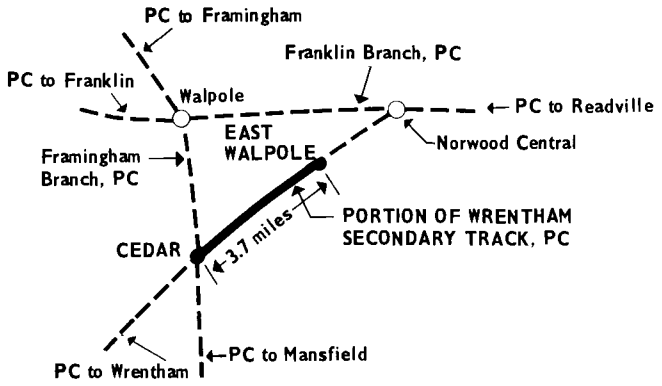
Preliminary Recommendation

It is *not* recommended that this portion of the Wrentham Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $88,835 or $621 per carload. Recovery of costs would require approximately a six-fold increase in traffic or a 210 percent rate increase over the 1973 levels.

PORTION OF WRENTHAM SECONDARY TRACK

USRA Line No. 30

Penn Central



This portion of the Wrentham Secondary Track, formerly part of the New Haven RR, extends from *East Walpole* (Milepost 2.3) to *Cedar, Mass.* (Milepost 6.0), a distance of *3.7 miles*, in Norfolk County, Mass. This line connects with its own continuations at both Cedar (to Wrentham) and East Walpole (to Norwood Central). The portion from Cedar to Wrentham is also under study in this Report. This line (from East Walpole to Cedar) also connects at Cedar with the Framingham Branch of the PC. This portion of the Wrentham Secondary track was not declared potentially excess in the U.S. DOT Report (see Zone 14).

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Wrentham Secondary Track's continued use may be crucial to the continuation of 146 jobs for the length between Norwood and Wrentham (see comments for USRA segment No. 29).

Information for Line Retention Decision

This line does not serve any shippers directly. It is used as an overhead line to USRA segment No. 29. The Preliminary Recommendation for segment 29 is that it *not* be included in the ConRail System. Therefore, segment 30 is not required.

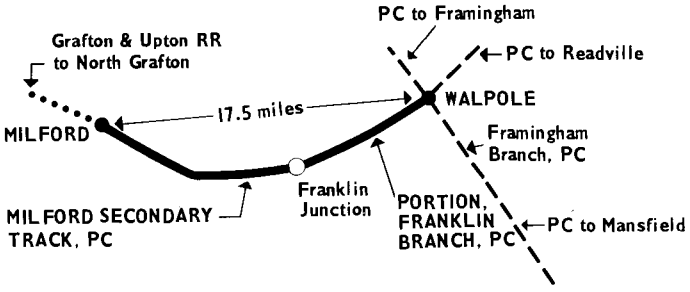
Preliminary Recommendation

It is *not* recommended that this portion of the Wrentham Secondary Track be included in the ConRail System.

PORTION OF FRANKLIN BRANCH AND MILFORD SECONDARY TRACK

USRA Line No. 31/32

Penn Central



This portion of the Franklin Branch, formerly part of the New Haven RR, extends from *Walpole* (Milepost 10.0) to *Franklin Junction, Mass.* (Milepost 19.0). The Milford Secondary Track, also formerly a part of the New Haven RR, extends from *Franklin Junction* (Milepost 0.0), to *Milford, Mass.* (Milepost 8.5). Taken together as a single line, it is *17.5 miles* long and is in Norfolk and Worcester Counties, Massachusetts. From Walpole, the line continues in a northeasterly direction to Readville. Also at Walpole, the line connects with the Framingham Branch of the PC. The line connects at Milford with the Grafton & Upton RR. The PC sold the portion of this line from Walpole to Franklin (Milepost 18.0) to the Massachusetts Bay Transportation Authority in January, 1973. The PC continues to provide freight service over the line, and passenger service operates between Boston and Franklin. This line was described as potentially excess in the U.S. DOT Report (see Zones 14, 26, 27).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Milford	394
Norfolk	9
City Mills	1
Franklin	433
Unionville	0
Total carloads generated by the line	837
Average carloads per week	16.1
Average carloads per mile	47.8
Average carloads per train	3.2
1973 Operating information:	
Number of round trips per year	260
Estimated time per round trip (hours)	6
Locomotive horsepower	1,750
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that this line generated 300–350 carloads in 1972 and 475 in 1973.

Information for Line Retention Decision

Revenue received by PC		$268,863
Average revenue per carload	$321	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line[1]	156,213	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	18,855	
Cost incurred beyond the branch line	194,771	
Total variable (avoidable) cost		369,839
Net contribution (loss): total		(100,976)
Average per carload	(121)	

[1] Excluds maintenance and ownership costs on that portion owned and operated by MBTA.

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 3,441 crossties (an average of 197 crossties per mile. Correspondence received by USRA indicates that the Foster-Forbes Company in Milford expects its new plant to add between 1,000 and 1,800 cars per year to this traffic. The new J. J. Corrugated Box Company scheduled for opening in 1973 will boost the lines traffic an additional 650 carloads in that year, with total plant production resulting in 1,100 carloads during 1976. J.J. Corrgugated Box will be located at Franklin, Mass., 8.4 miles from Walpole and the Penn Central's Framingham Branch. The Milford plant of Foster-Forbes Company is 8.5 miles beyond Franklin. Service to Milford could be provided via the Grafton and Upton RR via Hopedale and N. Grafton where a junction is made with the Boston to Worcester line of the Penn Central.

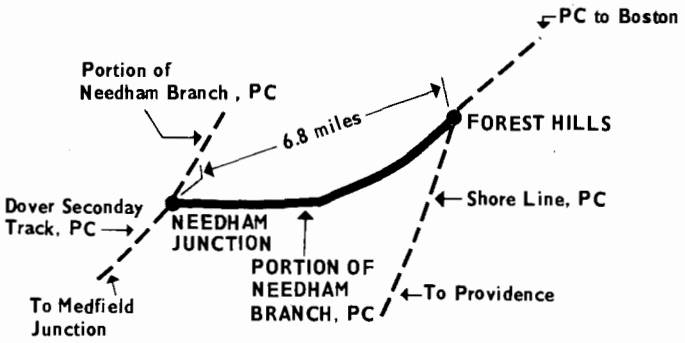
Preliminary Recommendation

Although the preliminary recommendation is that this portion of the Franklin Branch and the Milford Secondary Track be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $100,976 or $121 per carload. Recovery of costs would require approximately a 130 per cent increase in traffic or a 35 percent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone will NOT make the line viable.

PORTION OF NEEDHAM BRANCH

USRA Line No. 33

Penn Central



This portion of the Needham Branch, previously a part of the New Haven RR, extends from *Forest Hills* (Milepost 3.3), to *Needham Junction, Mass.* (Milepost 10.1), a distance of *6.8 miles*, in Suffolk and Norfolk Counties, Mass. This line connects with the Shore Line of the PC at Forest Hills and with its own northerly continuation at Needham Junction to Cook Street, a line which is also under study in this Report. At Needham Junction, it connects with the Dover Secondary Track of the PC (also under study in this Report). The PC sold the line in January, 1973 to the Massachusetts Bay Transportation Authoirty. The PC continues to provide freight service over the line. This line was not described as potentially excess in the U.S. DOT Report (see Zone 14).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
West Roxbury	49
Total carloads generated by the line	49
Average carloads per week	0.9
Average carloads per mile	7.2
Average carloads per train	0.9
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	3.0
Locomotive horsepower	1,750
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." USRA staff has identified one shipper on the branch, United Liquors of W. Roxbury, Mass.

Information for Line Retention Decision

Revenue received by PC		$29,932
Average revenue per carload	$611	
Variable (avoidable) cost of continued service	[1] 26,487	
Cost incurred on the branch line	0	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	30,223	
Total variable (avoidable) cost		56,710
Net contribution (loss): total		(26,778)
Average per carload	(546)	

[1] Excludes maintenance and ownership costs due to MBTA ownership.

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

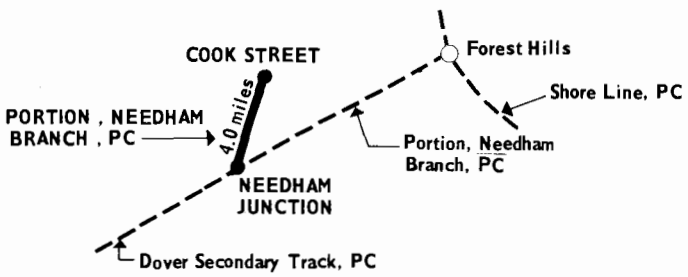
Preliminary Recommendation

It is *not* recommended that *freight service* be provided over this portion of the Needham Branch by the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $26,778 or $546 per carload. Recovery of costs would require both an increase in traffic and a rate increase over the 1973 levels.

PORTION OF NEEDHAM BRANCH

USRA Line No. 34

Penn Central



This portion of the Needham Branch, formerly part of the New Haven RR, extends from *Needham Junction* (Milepost 10.1) to *Cook Street, Mass.* (Milepost 14.1), a distance of *4.0 miles*, in Norfolk and Middlesex Counties, Mass. This line connects at Needham Junction with its own continuation to Forest Hills and with the Dover Secondary Track of the PC, both also under study in this Report. The PC sold this line to the Massachusetts Bay Transportation Authority in January 1973. The

PC continues to provide freight service over the line. This line was not identified as potentially excess in the U.S. DOT Report (see Zone 14).

This line provides suburban passenger train service from Needham Junction to Needham Heights.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:		
Needham	467	
Needham Heights	9	
Newton Upper Falls	755	
Cabot	1,076	
Total carloads generated by the line	2,307	
Average carloads per week		44.4
Average carloads per mile		576.8
Average carloads per train		14.8
1973 operating information:		
Number of round trips per year		156
Estimated time per round trip (hours)		7
Locomotive horsepower		1,500
Train crew size		5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$1,154,536
Average revenue per carload	$500	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line[1]	131,939	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	755,886	
Total variable (avoidable) cost		887,825
Net contribution (loss) total		266,711
Average per carload	116	

[1] This line is owned by MBTA; therefore the costs reported are exclusive of ownership costs.

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

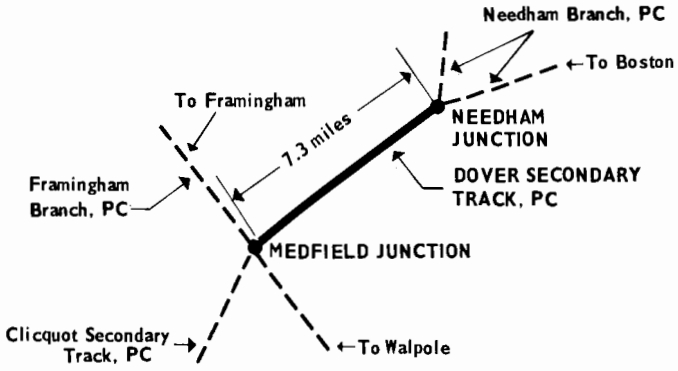
Recommendation

It is recommended that this portion of the Needham Branch be included in the ConRail System.

DOVER SECONDARY TRACK

USRA Line No. 35

Penn Central



The Dover Secondary Track, formerly a part of the New Haven RR, extends from *Needham Junction* (Milepost 0.0) to *Medfield Junction, Mass.* (Milepost 7.3), a distance of *7.3 miles*, in Norfolk County, Mass. This line connects with the Needham Branch of the PC (also under study in this Report) at Needham Junction. It also connects at Medfield Junction with the Framingham Branch and with the Clicquot Secondary Track of the PC. The PC sold the line in January 1973 to the Massachusetts Bay Transportation Authority. The PC continues to provide freight service over the line. The Dover Secondary Track was declared potentially excess in the U.S. DOT Report (see Zone 14).

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that abandonment of this line might destroy the historical traffic patterns of the Needham Branch Traffic.

Information for Line Retention Decision

This line does not directly serve any shippers. However, it is needed to serve shippers on USRA Segment No. 34. The recommendation for Segment 34 is that it be included in the ConRail System.

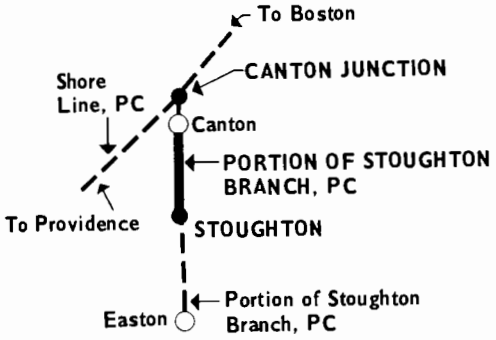
Recommendation

It is recommended that the ConRail System continue to provide freight service over the Dover Secondary Track.

USRA Line No. 682

PORTION OF STOUGHTON BRANCH

Penn Central



This portion of the Stoughton Branch, formerly a part of the New Haven RR, extends from *Canton Junction* (Milepost 0.0) to *Stoughton, Mass.* (Milepost 4.4), a distance of *4.4 miles* in Norfolk County, Mass. This line connects at Stoughton with its own continuation to end of track near Easton (which is also under study in this Report). It connects with the Shore Line of the PC at Canton Junction. The PC sold the line in January, 1973 to the Massachusetts Bay Transportation Authority. The PC continues to provide freight service over the line. This portion of the Stoughton Branch was not described as potentially excess in the US DOT Report (see Zones 14 and 15).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Canton [1]	165
West Stoughton	1
Stoughton	621
Total carloads generated by the line	787
Average carloads per week	15.1
Average carloads per mile	178.9
Average carloads per train	5.2
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,750
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that ten firms employing 1,328 people are dependent upon rail freight service over this branch. Three industrial plants have located in Canton's industrial park over the last seven years. Plymouth Rubber Company would reduce its work force 25 percent (250 jobs) if service to Canton ceased.

Information for Line Retention Decision

Revenue received by PC		$374,677
Average revenue per carload	$476	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line [1]	31,435	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	290,444	
Total variable (avoidable) cost		321,879
Net contribution (loss): Total		52,798
Average per carload	67	

[1] Excludes ownership and maintenance costs due to MBTA ownership.

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

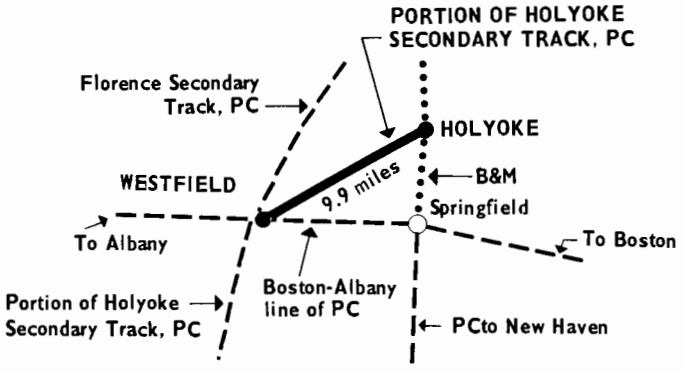
Recommendation

It is recommended that this portion of the Stoughton Branch be included in the ConRail System.

PORTION OF HOLYOKE SECONDARY TRACK

USRA Line No. 683

Penn Central



This portion of the Holyoke Secondary Track, formerly a part of the New Haven RR, extends from *Westfield* (Milepost 33.6) to *Holyoke, Mass.* (Milepost 43.5), a distance of *9.9 miles*, in Hampden County, Massachusetts. It connects at Westfield with the PC Boston-Albany line, with the southerly continuation of the Holyoke Secondary Track and with the Florence Secondary Track of the PC. The last two are also under study in this Report. At Holyoke, the line connects with the Connecticut River Route main line of the Boston & Maine RR. This line was not declared potentially excess in the U.S. DOT Report (see Zone 24).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Westfield	2,988
Holyoke	2,879
Total carloads generated by the Line	5,867
Average carloads per week	112.8
Average carloads per mile	592.6
Average carloads per train	29.3
1973 operating information:	
Number of round trips per year	200
Estimated time per round trip (hours)	8
Locomotive horsepower	1,600
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that rail-dependent industries employ 4,800 people in Holyoke and Westfield. If rail service were stopped to all of Westfield and Holyoke, a U.S. Dept of Commerce report projected that 145 retail firms would be forced out of business, with a resulting job loss of 3,120. Twenty-five firms located in Holyoke testified at the hearings. These firms reported shipping 10,116 cars in 1973. USRA staff has found that many of these carloads take place on the B&M railroad, and that most of Holyoke's industry sites can obtain rail service from the B&M. One of the largest shippers, Holyoke Magazine Press, Inc., went out of business in 1974. The largest shipper is Holyoke Water Power Co. (Milepost 42.4), which has been receiving petroleum by tank car.

Information for Line Retention Decision

Revenue received by PC		$1,804,504
Average revenue per carload	$308	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	255,352	
cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	10,192	
Cost incurred beyond the branch line	1,051,091	
Total variable (avoidable) cost		1,316,635
Net contribution (loss): total		487,869
Average per carload	83	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 2500 crossties (an average of 253 crossties per mile).

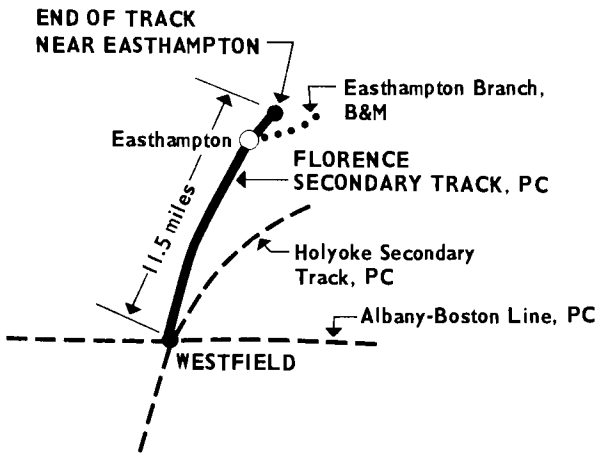
Recommendation

It is recommended that this portion of the Holyoke Secondary Track be included in the ConRail System.

FLORENCE SECONDARY TRACK

USRA Line No. 684

Penn Central



The Florence Secondary Track, formerly part of the New Haven RR, extends from *Westfield* (Milepost 0.4) to *Easthampton, Mass.* (Milepost 11.9), a distance of *11.5 miles*, in Hampden and Hampshire Counties, Mass. At Westfield it connects with the Holyoke Secondary Track of the PC, also under study in this report and with the PC Albany-Boston line. At Easthampton, the Florence Secondary Track connects with the Easthampton Branch of the Boston & Maine RR. This line was not described as potentially excess in the U.S. DOT Report (see Zones 23 and 24).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Easthampton	1,338
Westfield [1]	139
Total carloads generated by the line	1,477
Average carloads per week	28.4
Average carloads per mile	128.4
Average carloads per train	14.8
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	10
Locomotive horsepower	1,600
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their

reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that 6 firms located in Easthampton use PC freight service. These firms employ 1,323 workers and paid $1.4 million in 1973 rail freight charges. The National Felt Co. would be affected by a shift to truck as inbound costs for synthetic wastes would increase. Information received by USRA staff indicates that 50 percent of National Felt's current inbound and outbound movements are by truck.

Information for Line Retention Decision

Revenue received by PC		$781,339
Average revenue per carload	$529	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	171,470	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost	18,851	
Cost incurred beyond the branch line	422,728	
Total variable (avoidable) cost		613,049
Net contribution (loss): Total		168,290
Average per carload	114	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 3,300 crossties (an average of 287 crossties per mile).

Recommendation

It is recommended that the Florence Secondary Track be included in the ConRail System.

MICHIGAN

Intrastate

PC

USRA line number	Terminals
391	Lenawee Junction to Ida
392a	N&W Xing East of Adrian to Adrian
394	Grosvenor to Morenci
395/395a	Lenawee Junction to Manchester
398	Jonesville to Litchfield
402	Montgomery to Bankers
404	Fort Wayne Junction to Horton
436	Oakman Spur at Dearborn
438	Caro to Colling
438a	Vassar to Caro
440	Bay City to Gaylord
440a	Bay City to Water Street Junction
440b	Gladwin Branch at Pinconning
441	Gaylord to Mackinaw City
442	Mackinaw City to St. Ignace (car float)
443	Bay City to Midland
444	Munger to Denmark Junction
444a	Vassar to Denmark Junction
445	Vassar to Millington
445a	Millington to Lapeer Junction
445b	Lapeer Junction to Oxford
446	Saginaw to Harger
446a	Denmark Junction to Harger
447/447a/447b	Saginaw to Bay City
451/452/453	Rives Junction to Grand Rapids
454	Mackinaw City to Cadillac
454a	Cadillac to Cedar Springs
455	Lansing to Jackson
455a	Lansing to Saginaw
456/457/458	State Line to Vicksburg
458a	Kalamazoo to Three Rivers Junction
459/459a	Kalamazoo to Vicksburg
460	Grand Rapids to Moline to Plainwell
461	Cedar Springs to Comstock Park
461a	Comstock Park to Grand Rapids
463	Plainwell to Otsego
463a	Otsego to Dorr
463b	Dorr to Byron Center
463d	Lamar to Grand Rapids
464/465	Parchment to Doster
464a	Plainwell to Kalamazoo
466	Kalamazoo to Dowagiac
470	Traverse City to Walton Junction
472	Muskegon to Fuller
472a	Muskegon Heights to Muskegon
473	Haires to Three Rivers Junction
530a	Hudson to Cement City
635	Niles to Benton Harbor
636	Carleton to Detroit
680	Buchanan to Dowagiac
688	Oxford to Utica
692a/693a	White Pigeon Junction to Hillsdale
698	At Cheboygan (D&M Trackage Rights)

AA

USRA line number	Terminals
1300	Dundee to Owosso
1301	Owosso to Thompsonville

Interstate

AA

Michigan to Wisconsin

USRA line number	Terminals
1302/1303	Thompsonville, Mich. to Kewaunee, Wis. (ferry)

PC

Michigan to Indiana (these lines are discussed under Indiana)

USRA line number	Terminals
401	Montgomery, Mich. to South of Angola, Ind.
467	Buchanan, Mich. to Michigan City, Ind.
637	Niles, Mich. to South Bend, Ind.

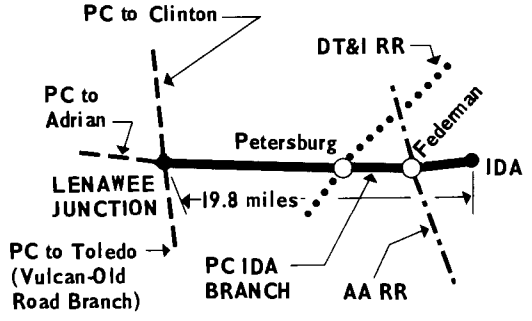
Michigan to Ohio

USRA line number	Terminals
393	N&W Xing East of Adrian, Mich. to Vulcan, Ohio
437	Carleton, Mich. to Alexis, Ohio (C&O Trackage Rights)
530	Hudson, Mich. to Bryan, Ohio

IDA BRANCH

USRA Line No. 391

Penn Central



The Ida Branch, formerly part of the New York Central RR, extends from *Lenawee Junction* (Milepost

0.0), to *Ida, Mich.* (Milepost 19.8), a distance of *19.8 miles*, in Lenawee and Monroe Counties, Mich. This line runs east from the Penn Central's Adrian-Toledo Vulcan-Old Road Branch (also under study in this Report). Other connections include the PC line north to Clinton (also under study in this Report), the Detroit, Toledo & Ironton RR, which crosses near Petersburg, and the Ann Arbor RR, which crosses at Federman. The Penn Central filed a petition with the ICC to abandon this line in October, 1972. In September, 1974, the PC made similar application to the U.S. Railway Association (Docket No. 75–26). No final action has been taken on either application. This line was described as potentially excess in the U.S. DOT Report (see Zones 113 and 150).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Ida	143
Petersburg	0
Deerfield	2
Total carloads generated by the line	145
Average carloads per week	3
Average carloads per mile	7
Average carloads per train	4
1973 operating information:	
Number of round trips per year	40
Estimated time per round trip (hours)	7.0
Locomotive horsepower	1,200
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." The State of Michigan was generally opposed to the abandonment of this line until its state rail plan was finalized.

Information for Line Retention Decision

Revenue received by PC		$45,795
Average revenue per carload	$316	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	$142,327	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	51,079	
Cost incurred beyond the branch line	33,718	
Total variable (avoidable) cost		227,124
Net contribution (loss): total		(181,329)
Average per carload		($1,251)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 9,900 crossties (an average of 500 crossties per mile).

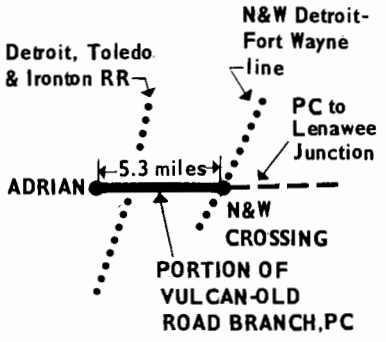
Preliminary Recommendation

It is *not* recommended that the Ida Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $181,329 or $1,251 per carload. Recovery of costs would require approximately a fifty-five-fold increase in traffic or a 400-percent rate increase over the 1973 levels.

PORTION OF VULCAN-OLD ROAD BRANCH

USRA Line No. 392a

Penn Central



This portion of the Vulcan-Old Road Branch, formerly part of the New York Central RR, extends from *N&W Crossing east of Adrian* (Milepost 328.3) to *Adrian, Mich.* (Milepost 333.6), a distance of *5.3 miles*, in Lenawee County, Mich. This is the western portion of the PC's Vulcan-Old Road Line which continues through Lenawee Junction to Toledo and is also under study in this Report. A Detroit, Toledo & Ironton RR branch crosses near Adrian; the N&W line runs between Detroit and Fort Wayne. A continuation of this line, extending from Adrian to Clayton has been officially abandoned. This line was not described as potentially excess in the U.S. DOT Report (see Zone 150).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Adrian[1]	1,145
Total carloads generated by the line	1,145
Average carloads per week	22.0
Average carloads per mile	216.0
Average carloads per train	3.8
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	2
Locomotive horsepower	1,500
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicates that 4,000 carloads per annum are generated from the Adrian area. Five companies—Townsend Brothers, Tri-State Engineering, Merillat Industries, Inc., Stubnitz Spring Division and Stevenson Lumber Company—generated a total of 2,163 carloads in 1973.

Information for Line Retention Decision

Revenue received by PC		$268,118
Average revenue per carload	$234	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	94,554	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	8,922	
Cost incurred beyond the branch line	158,887	
Total variable (avoidable) cost		262,363
Net contribution (loss): total		5,755
Average per carload	5	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 100 crossties (an average of 19 crossties per mile).

Although this line generates a net contribution, it is served via USRA segment 391. The preliminary recommendation for segment 391 is that it not be included in the ConRail system.

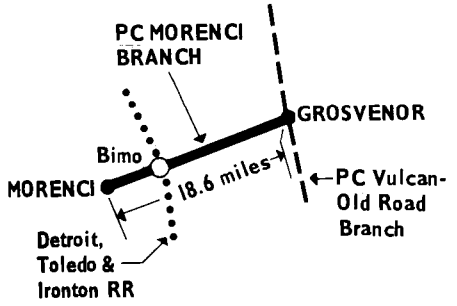
Recommendation

It is *not* recommended that this portion of the Vulcan-Old Road Branch be included in the ConRail System. Service to Adrian should be assumed by a solvent carrier.

MORENCI BRANCH

USRA Line No. 394

Penn Central



The Morenci Branch, formerly part of the New York Central RR, extends from *Grosvenor* (Milepost 0.0) to *Morenci, Mich.* (Milepost 18.6), a distance of *18.6 miles*, in Lenawee County, Michigan. This line is in Zone 150 in the U.S. Department of Transportation Report, "Rail Service in the Midwest and Northeast Region," dated February 1, 1974. This line is a branch of the PC Vulcan-Old Road Branch which is also under study in this report. At Bimo, a branch of the Detroit Toledo & Ironton Railroad crosses. This line was described as potentially excess in the U.S. Department of Transportation Report.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Grosvenor [1]	74
Ogden	18
Jasper	12
Weston	138
Morenci	252
Total carloads generated by the line	494
Average carloads per week	9.5
Average carloads per mile	26.6
Average carloads per train	9.9
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	6.0
Locomotive horsepower	1,200
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report," indicated that Smith Douglas (a Division of Borden) generated 400 to 450 carloads in 1973. However, available shipper-specific traffic records indicate only 5 carloads in 1973 for this shipper. In total, the testimony indicated that this line generated over 2,500 carloads but only 494 carloads can be identified. In addition, Stauffer Chemical at Weston receives hazardous materials, which without rail service, would have to move by motor carrier over narrow highways.

Information for Line Retention Decision

Revenue received by PC		$182,256
Average revenue per carload	$369	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	145,608	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	45,556	
Cost incurred beyond the branch line	83,998	
Total variable (avoidable) cost		275,162
Net contribution (loss): total		(92,906)
Average per carload	(188)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 9,000 crossties (an average of 484 crossties per mile).

Testimony regarding 2,500 carloads includes traffic handled by the N&W at North Morenci.

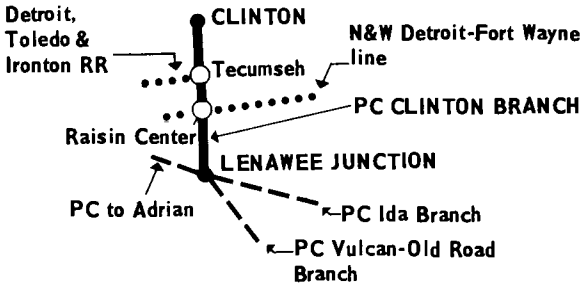
Preliminary Recommendation

Although the preliminary recommendation is that the Morenci Branch not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $92,906 or $188 per carload. Recovery of costs would require approximately a 100 percent increase in traffic or a 50 percent rate increase over the 1973 levels.

CLINTON BRANCH

USRA Line No. 395 and 395a

Penn Central Railroad



This portion of the Clinton Branch, formerly part of the New York Central Railroad, extends from *Lenawee Junction* (Milepost 0.0) to *Manchester, Mich.* (Milepost 13.6), a distance of *13.6 miles*, in Lenawee County, Mich. This line, except for the portion from Tecumseh to Clinton, was described as potentially excess in the U.S. DOT Report (see Zone 150).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Tecumseh	188
Clinton	1,004
Adrian [1]	63
Total carloads generated by the line	1,255
Average carloads per week	24.1
Average carloads per mile	91.6
Average carloads per train	10.0
1973 operating information:	
Number of round trips per year	125
Estimated time per round trip (hours)	6
Locomotive horsepower	1,200
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the strongest opposition to the abandonment of this line came from the Budd Company of Clinton. They reported shipments of 1,040 carloads in 1972 and 852 in 1973. The Company stated that its loading facility cannot accommodate additional trucks. Additionally, the increased freight costs in shipping via truck would jeopardize the Company's competitive position. The Budd Company predicted that the plant would be forced to shut down and 323 jobs would be terminated.

Information for Line Retention Decision

Revenue received by Penn Central		$511,067
Average revenue per carload	$407	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	176,299	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	15,924	
Cost incurred beyond the branch line	282,140	
Total variable (avoidable) cost		474,363
Net contribution (loss): Total		36,704
Average per carload		29

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 1,000 crossties (an average of 73 crossties per mile).

Although this line generates a net contribution, it must be served via USRA segment 393 which generated a loss amounting to $371,003.

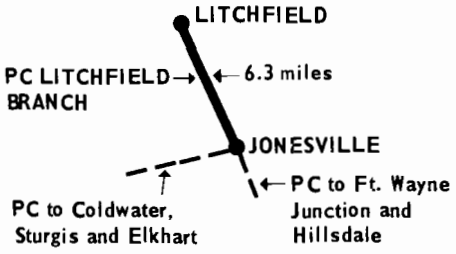
Preliminary Recommendation

It is *not* recommended that this portion of the Clinton Branch be included in the ConRail System.

LITCHFIELD BRANCH

USRA Line No. 398

Penn Central



The Litchfield Branch, formerly part of the New York Central RR, extends from *Jonesville* (Milepost 0.6) to *Litchfield, Mich.* (Milepost 6.9) a distance of *6.3 miles*, in Hillsdale County, Mich. This line is a branch running north from the Penn Central's line from Elkhart to Hillsdale. The segment north of Litchfield was abandoned in 1971. The lines from Jonesville to Hillsdale and White Pigeon Jct. are also under study in this report. This line was described as potentially excess in the U.S. DOT Report (see Zone 150).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Litchfield	187
Jonesville [1]	7
Total carloads generated by the line	194
Average carloads per week	3.7
Average carloads per mile	30.8
Average carloads per train	1.9
1973 operating information:	
No. of round trips per year	100
Estimated time per round trip (hours)	3.0
Locomotive horsepower	1,500
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Plymouth Flush Door Company would be put at a competitive disadvantage if rail service ceased. Plymouth Flush Door reported 166 carloads in 1972 and 135 in 1973. Both this company and the Hillsdale Foundry have received a total of $2 million in loans from the Small Business Administration and the Economic Development Administration. RSPO reported no traffic from Hillsdale Foundry. The Detroit office of the Small Business Administration testified that rail accessibility to rural areas such as Litchfield should be retained. The industrial park at Litchfield has total facility investments of $3.4 million. The Mayor of Litchfield stated that 50 percent of the city's labor force of 1,200 is employed by industries dependent on rail service.

Information for Line Retention Decision

Revenue received by PC		$58,204
Average revenue per carload	$300	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	65,062	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	26,418	
Cost incurred beyond the branch line	35,510	
Total variable (avoidable) cost		126,990
Net contribution (loss): total		(68,786)
Average per carload	(354)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 6,300 crossties (an average of 1,000 crossties per mile).

Available data indicates that there may be some potential traffic growth on the line.

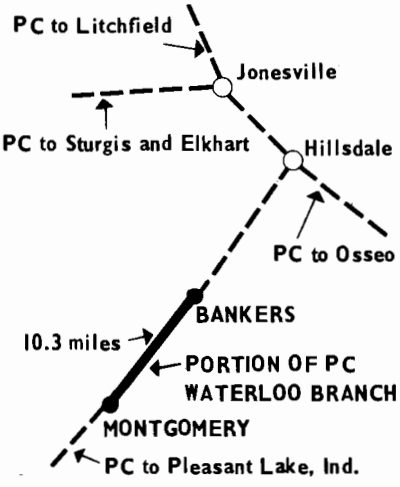
Preliminary Recommendation

It is *not* recommended that the Litchfield Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $68,786 or $354 per carload. Recovery of costs would require approximately a three-fold increase in traffic or a 118 percent rate increase over the 1973 levels. Costs may also be lowered by reducing frequency, although this alone will not make the line viable.

PORTION OF WATERLOO BRANCH

USRA Line No. 402

Penn Central



This portion of the Waterloo Branch, formerly part of the New York Central RR, extends from *Montgomery* (Milepost 54.8), to *Bankers, Mich.* (Milepost 65.1), a distance of *10.3 miles*, in Hillsdale County, Michigan. This line is part of a branch running south from Hillsdale into Indiana. The southern and northern continuations of this branch are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 150).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Reading	293
Montgomery	198
Total carloads generated by the line	491
Average carloads per week	9.4
Average carloads per mile	47.7
Average carloads per train	3.3
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	7.5
Locomotive horsepower	1,500
Train crew size (people)	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that poor service and car shortages have been leading causes for low rail usage. The Mayor of Reading, Michigan reported that 200 additional annual carloads would have been moved over the line if the PC could have provided them service. Lack of primary highways makes it impossible for trucks to carry full loads during part of the year.

Information for Line Retention Decision

Revenue received by PC		$247,947
Average revenue per carload	$505	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	144,560	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	21,862	
Cost incurred beyond the branch line	153,750	
Total variable (avoidable) cost		320,172
Net contribution (loss): total		(72,225)
Average per carload	(147)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 3,605 crossties (an average of 350 crossties per mile).

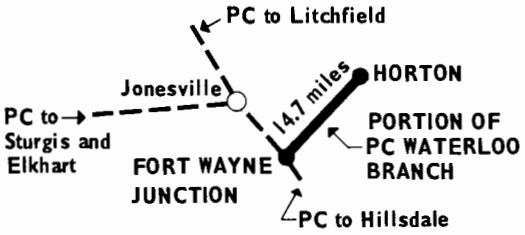
Preliminary Recommendation

It is *not* recommended that this portion of the Waterloo Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $72,225 or $147 per carload. Recovery of costs would require approximately a 75 per cent increase in traffic or a 30 per cent rate increase over the 1973 levels. Costs may also be lowered by reducing frequency, although this alone will not make the line viable.

PORTION OF WATERLOO BRANCH

USRA Line No. 404

Penn Central



This portion of the Waterloo Branch, formerly part of the New York Central RR, extends from *Fort Wayne Junction* (Milepost 71.0), to *Horton, Michigan* (Milepost 85.7), a distance of *14.7 miles*, in Jackson County, Michigan. This line, once part of a through route between Jackson and Fort Wayne, now exists solely as a branch off PC's line through Jonesville and Hillsdale, which is also under study in this Report. Penn Central has filed a petition to abandon this line (ICC Docket No. AB-5, Sub. 193 and 194). This line was not described as potentially excess in the U.S. DOT Report (see Zones 150 and 152).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Horton	5
Hanover	1
Total carloads generated by the line	6
Average carloads per week	0.1
Average carloads per mile	0.4
Average carloads per train	0.5
1973 operating information:	
Number of round trips per year	12
Estimated time per round time (hours)	4.0
Locomotive horsepower	1,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services

Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by Penn Central		$1,402
Average revenue per carload	$234	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	97,587	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	30,523	
Cost incurred beyond the branch line	872	
Total variable (avoidable) cost		128,982
Net contribution (loss): Total		(127,580)
Average per carload		(21,263)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 5,145 crossties (an average of 350 crossties per mile).

Preliminary Recommendation

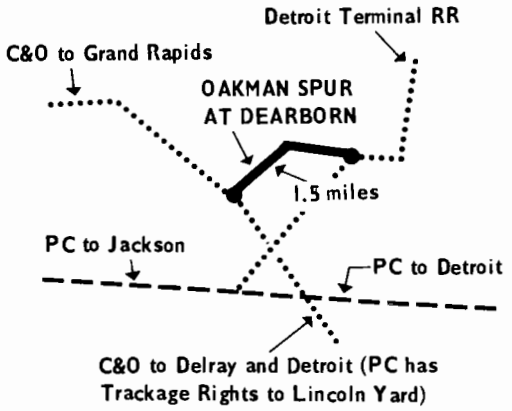
It is *not* recommended that this portion of the Waterloo Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $127,580 or $21,263 per carload. Recovery of costs would require approximately a two hundred and forty-fold increase in traffic or a 1,517 percent rate increase over the 1973 levels.

OAKMAN SPUR AT DEARBORN

USRA Line No. 436

Penn Central

The Oakman Spur, formerly part of the Pennsylvania RR, extends *1.5 miles* at *Dearborn, Mich.* in Wayne County, Mich. This line runs from the C&O mainline approximately one and one-half miles until it joins the Detroit Terminal Ry. There are no physical connections with other PC-controlled lines. This line was the former PRR connection with the Detroit Terminal, using trackage rights from Lincoln Yard via Delray over the C&O. This line was not shown in the U.S. DOT Report (see Zone 155).



Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Plannning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

All of the industries on this branch could be served by the Detroit Terminal RR.

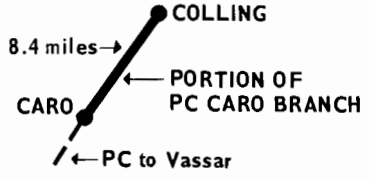
Preliminary Recommendation

It is *not* recommended that the Oakman Spur be included in the ConRail System.

PORTION OF CARO BRANCH

USRA Line No. 438

Penn Central



This portion of the Caro Branch, formerly part of the New York Central RR, extends from *Caro* (Milepost 13.8), to *Colling, Mich.* (Milepost 22.2), a distance of *8.4 miles*, in Tuscola County, Mich. This is the northern portion of the Caro Branch; the southern extension to Vassar is also under study in this report. This line was described as potentially excess in the U.S. DOT Report (see Zone 157).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line: Colling	85
Total carloads generated by the line	85
Average carloads per week	1.6
Average carloads per mile	10.1
Average carloads per train	2.8
1973 operating information:	
No. of round trips per year	30
Estimated time per round trip (hours)	3
Locomotive horsepower	2,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Burroughs Company in Colling has approved capital expenditures of $150,000 which should increase its farm equipment shipments by 30 percent.

Information for Line Retention Decision

Revenue received by PC		$55,836
Average revenue per carload	$657	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	59,337	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	21,820	
Cost incurred beyond the branch line	25,366	
Total variable (avoidable) cost		106,523
Net contribution (loss): Total		(50,867)
Average per carload		(596)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 5,040 crossties (an average of 600 crossties per mile).

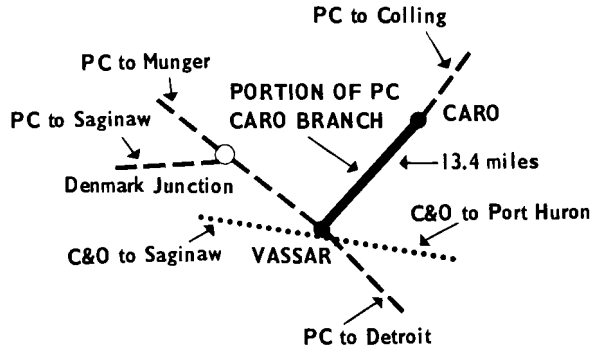
Preliminary Recommendation

It is *not* recommended that this portion of the Caro Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $50,867 or $596 per carload. Recovery of costs would require approximately a 170 per cent increase in traffic or a 90 per cent rate increase over the 1973 levels.

PORTION OF THE CARO BRANCH

USRA Line No. 438a

Penn Central



This portion of the Caro Branch, formerly part of the New York Central RR, extends from *Vassar* (Milepost 0.4) to *Caro, Mich.* (Milepost 13.8), a distance of *13.4 miles*, in Tuscola County, Mich. This line is the lower portion of the PC's Caro Branch. A continuation of this line from Caro to Colling is also under study in this Report. At Vassar, this line connects with the PC line to Detroit going south and northward to Denmark Junction. Both of these line segments are also under study. Also at Vassar this line connects with the Chesapeake & Ohio's Port Huron-to-Saginaw line. This line was not described as potentially excess in the U.S. DOT Report (see Zone 157).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Banksand	0
Wahjamega	0
Caro	874
Total carloads generated by the line	874
Average carloads per week	16.8
Average carloads per mile	65.2
Average carloads per train	5.8
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	9.0
Locomotive horsepower	2,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that local farmers stand to lose 28 cents in revenue on every bushel of beans or grain moved by truck.

Information for Line Retention Decision

Revenue received by PC		$354,958
Average revenue per carload	$406	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	174,621	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	37,954	
Cost incurred beyond the branch line	261,047	
Total variable (avoidable) cost		473,622
Net contribution (loss) total		(118,644)
Average per carload	(136)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 8,040 crossties (an average of 600 crossties per mile).

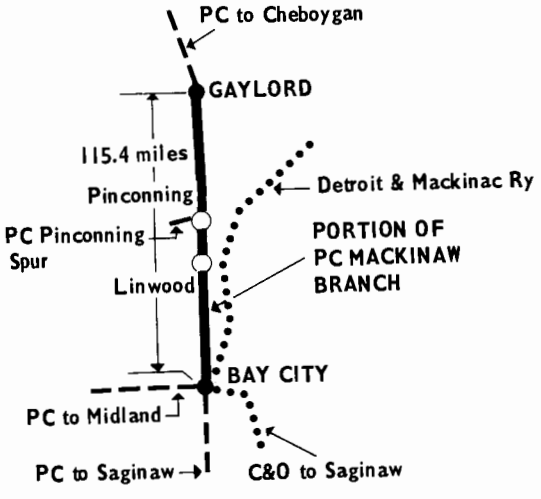
Preliminary Recommendation

It is *not* recommended that this portion of the Caro Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $118,644 or $136 per carload. Recovery of costs would require approximately a 100 percent increase in traffic or a 33 percent rate increase over the 1973 levels. Costs may also be lowered by reducing frequency, although this alone will not make the line viable.

PORTION OF MACKINAW BRANCH

USRA Line No. 440

Penn Central



This portion of the Mackinaw Branch, formerly part of the New York Central RR, extends from *Bay City* (Milepost 5.0) to *Gaylord, Mich.* (Milepost 120.4), a distance of *115.4 miles* in Bay, Arenac, Ogemaw, Roscommon, Crawford and Otsego Counties, Mich. All connecting Penn Central trackage north to Cheboygan, south to Saginaw, and the line to Midland are also under study. The Detroit & Mackinac Ry, from Bay City to Alpena parallels this route between Bay City and Pinconning, before angling in towards Alpena. A connection is made with the Chesapeake & Ohio at Bay City, Mich. This line was described as potentially excess in the U.S. DOT Report (see Zones 158, 162 and 165).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Kawkawlin	19
Linwood	4
Pinconning[1]	35
Standish	103
West Branch	285
St. Helens	230
Roscommon	51
Grayling	262
Frederick	1
Gaylord	2,247
Total carloads generated by the line	3,237
Average carloads per week	62.3
Average carloads per mile	28.1
Average carloads per train	10.8
1973 Operating information:	
Number of round trips per year	300
Estimated time per round trip, (hours)	11
Locomotive horsepower	2,000
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Wendell Flynn, President of SEMCO, Inc. at West Branch noted that this firm is able to compete for government contracts because it has rail service. The firm's traffic alone does not justify rail service; however, the Lower Peninsula is developing and rail service is essential to this growth.

Information for Line Retention Decision

Revenue received by PC		$1,339,274
Average revenue per carload	$432	

Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	1,063,630	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	79,588	
Cost incurred beyond the branch line	678,445	
Total variable (avoidable) cost		1,821,663
Net contribution (loss) total		(482,389)
Average per carload	(149)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,000 crossties (an average of 17 crossties per mile). A major oil find was made in the area in recent years. Oil wells and two gas wells were in production and exploration is still in progress. Because it is located in a somewhat isolated corridor, adequate transportation is vital to Gaylord. Champion International Corporation, the principal freight user of rail freight service in Gaylord, has recently begun a multimillion dollar plant expansion program. The firm's projected carload figure for 1974 is 5,324. Gaylord has received a $734,000 grant from the Economic Development Administration to aid in the development of an industrial complex. The town has also received Federal funds for construction of a storm sewer and hospital. Grayling City Manager, Jerry Morford, stated that new industry is expected to locate in Grayling.

Preliminary Recommendation

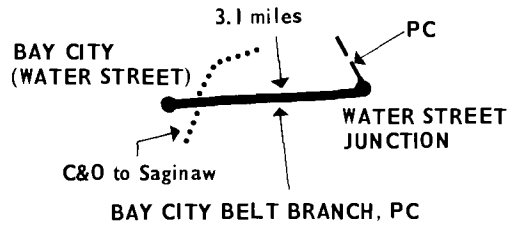
Although the preliminary recommendation is that this portion of the Mackinaw Branch not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $482,389 or $149 per carload. Service continuation to Gaylord from the north by D&M will be considered.

BAY CITY BELT BRANCH

USRA Line No. 440a

Penn Central

The Bay City Belt Branch, formerly part of the New York Central RR, extends from *Water Street Junction*



(Milepost 0.0) to *Bay City, Mich.* (Milepost 3.1), a distance of *3.1 miles*, in Bay County, Mich. This track connects parts of the City of Bay City with the Penn Central through routes—north to Mackinaw and south to Saginaw, both of which are also under study in this Report. Another local track to the north of this line connects Penn Central with the Detroit & Mackinaw Ry. and the C&O. Also, the Chesapeake & Ohio crosses this line between Michigan and Garfield Streets. This line was not described as potentially excess in the U.S. DOT Report (see Zone 158).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Bay City [1]	690
Total carloads generated by the line	690
Average carloads per week	13.3
Average carloads per mile	222.6
Average carloads per train	4.4
1973 operating information:	
Number of round trips per year	156
Estimated time per round trip (hours)	2
Locomotive horsepower	600
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$310,832
Average revenue per carload	$ 450	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	67,775	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	15,677	
Cost incurred beyond the branch line	195,402	
Total variable (avoidable) cost		278,854
Net contribution (loss): total		31,978
Average per carload	46	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's

minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 1,550 crossties (an average of 500 crossties per mile).

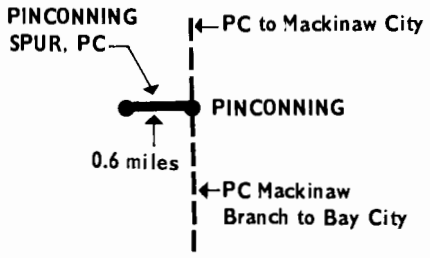
Recommendation

It is recommended that the Bay City Belt Branch be included in the ConRail System. Attempts will be made to acquire trackage rights into the Saginaw/Bay City/Midland area (see line 455).

GLADWIN BRANCH

USRA Line No. 440b

Penn Central



The Gladwin Branch, formerly part of the New York Central RR, extends a distance of *0.6 miles* at *Pinconning* in Bay County, Mich. This line is a short spur off the Penn Central's Mackinaw Branch which is also under study in this Report. This line was not shown in the U.S. DOT Report (see Zone 158).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Pinconning[1]	48
Total carloads generated by the line	48
Average carloads per week	0.9
Average carloads per mile	80.0
Average carloads per train	1.0
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	0.5
Locomotive horsepower	2,000
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$25,596
Average revenue per carload	$533	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	8,139	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	4,490	
Cost incurred beyond the branch line	14,887	
Total variable (avoidable) cost		27,516
Net contribution (loss): total		(1,920)
Average per carload	(40)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 600 crossties (an average of 1,000 crossties per mile).

Although service to the entire line generates a loss, an 18 percent growth in traffic or an 8 percent increase in rates would make this portion of the line financially self-sufficient.

Service to this line must be provided via USRA segment 440 which generated a loss amounting to $482,389.

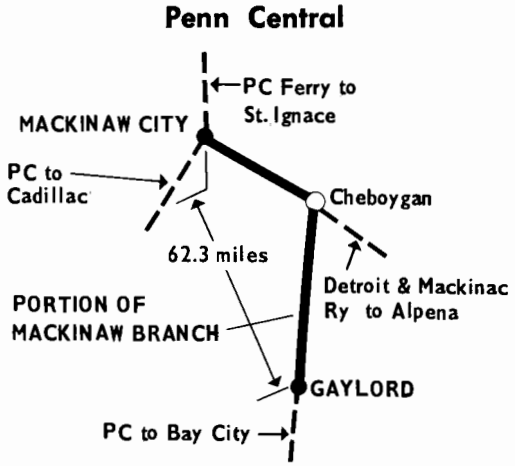
Recommendation

It is *not* recommended that the Gladwin Branch be included in the ConRail System.

PORTION OF MACKINAW BRANCH

USRA Line No. 441

Penn Central



This portion of the Mackinaw Branch, formerly part of the New York Central RR, extends from *Gaylord* (Milepost 120.4) to *Mackinaw City, Mich.* (Milepost 182.7), a distance of *62.3 miles*, in Otsego, Cheboygan

and Emmet Counties, Mich. This segment is the northern end of Penn Central's Mackinaw Branch. The southern extension of this line from Gaylord to Bay City, and the PC's line to Cadillac and Grand Rapids are also under study in this Report. The Detroit & Mackinac Ry's Main Line connects at Cheboygan. Penn Central has filed a petition to abandon this line, ICC Docket No. AB–5, Sub. 175. This line was not described as potentially excess in the U.S. DOT Report (see Zone 165).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Mackinaw City	75
Vanderbilt	9
Indian River	35
Topinabee	0
Cheboygan	232
Total carloads generated by the line	351
Average carloads per week	6.8
Average carloads per mile	5.6
Average carloads per train	2.3
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	10.0
Locomotive horsepower	2,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" was centered on the potential impact to Gaylord. Both the Detroit & Mackinac Railway and a traffic analyst for Champion International Corp., the largest shipper on the line, indicated a willingness to route traffic on the D&M for southbound movement assuming the D&M could operate over this line under the Rail Reorganization Act.

Information for Line Retention Decision

Revenue received by PC		$91,974
Average revenue per carload	$262	
Variable (avoidable) cost of continued service:		
Cost incurred on the Branch line	501,368	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	76,424	
Cost incurred beyond the branch line	75,338	
Total variable (avoidable) cost		653,130
Net contribution (loss): total		(561,156)
Average per carload		(1,599)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 12,000 crossties (an average of 193 crossties per mile).

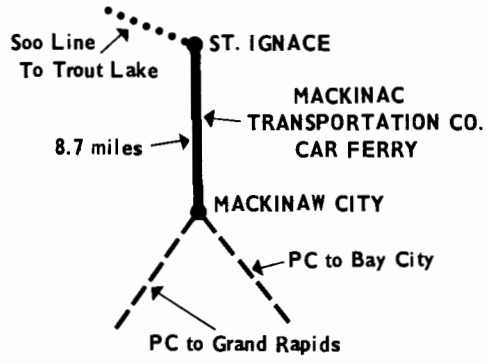
Preliminary Recommendation

It is *not* recommended that this portion of the Mackinaw Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $561,156 or $1,599 per carload. Recovery of costs would require approximately a thirty four-fold increase in traffic or a 610 per cent rate increase over the 1973 levels.

USRA Line No. 442

MACKINAC TRANSPORTATION CO.

Penn Central



The Mackinac Transportation Company operates railroad car-ferry service extending from *Mackinaw City* to *St. Ignace*, a distance of *8.7 miles*, in Mackinaw, Emmett, and Cheybogan Counties, Mich. This line connects at Mackinaw City with the GR&I Branch of Penn Central extending south to Grand Rapids and with the Mackinaw Branch of Penn Central extending to Bay City, both of which are under study in this Report. At St. Ignace the line connects with the Soo line extending north to Trout Lake. Mackinac Transportation Company applied to abandon this line with the Interstate Commerce Commission on August 11, 1970 under Finance Docket No. 26303. Public hearings were held commencing January 25, 1971.

This line was not described as potentially excess in the U.S. DOT Report (see Zone 165).

Preliminary Recommendation

It is *not* recommended that the Mackinac Company car ferry service be included in the ConRail System.

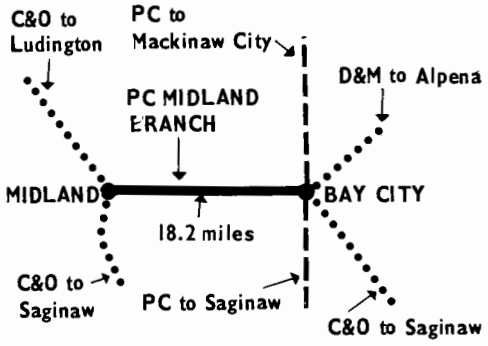
Both of the Penn Central lines into Mackinaw City are also not recommended for inclusion in the ConRail System, although Detroit and Mackinac Railway (DM)

has expressed interest in acquiring the Penn Central line from Cheboygan to Mackinaw City (see coordination projects, Appendix D). The DM has *not* expressed any interest in the car ferry service.

MIDLAND BRANCH

USRA Line No. 443

Penn Central



The Midland Branch, formerly part of the New York Central RR, extends from *Bay City* (Milepost 0.0), to *Midland, Mich.* (Milepost 18.2), a distance of *18.2 miles*, in Bay and Midland Counties, Michigan. This line branches off the Penn Central's Mackinaw line just north of Bay City. The Mackinaw line is also under study between Saginaw and Bay City, and Bay City and Mackinaw City. At Bay City, this line connects with the Chesapeake & Ohio and the Detroit & Mackinaw Rys., also, at Midland, the line connects with the Chesapeake & Ohio. This line was described as potentially excess in the U.S. DOT Report (see Zones 158 and 162).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Auburn	258
Midland	3,251
Total carloads generated by the line	3,509
Average carloads per week	67.5
Average carloads per mile	192.8
Average carloads per train	15.3
1973 operating information:	
Number of round trips per year	230
Estimated time per round trip (hours)	7
Locomotive horsepower	2,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicates that the major potential impacts which could result from the proposed abandonment are: increased storage and transportation costs; plant closings; loss of investments; community growth retardation; highway system inadequacies; preservation of rail competition; ecology and energy considerations; and the dangers of trucking hazardous chemicals were also of concern.

Dow Chemical is served by PC and C&O/B&O and employs over 3000 people in the manufacture of silicone chemicals. If forced to re-convert to coal it would want PC service which it had prior to 1968. Auburn Bean and Grain Company estimates business drop of $5 million annually if rail service were discontinued. Midland Chamber of Commerce reports present business and industrial expansion would be seriously affected. Dow Chemical, employing 8,000 plus associated industry employees, is in a hazardous business which "would necessitate keeping more trackage in service than DOT recommended, but would speed up service, result in better equipment turnaround time and lessen yard congestions in the cities."

Fisher Sand and Gravel of Midland has facilities depending on freight only by rail. Abandonment would force the company to extensively alter or discontinue plant operations.

Information for Line Retention Decision

Revenue received by PC		$2,374,973
Average revenue per carload	$677	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	275,919	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	1,177,427	
Total variable (avoidable) cost		1,453,346
Net contribution (loss): total		921,627
Average per carload	263	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

Recommendation

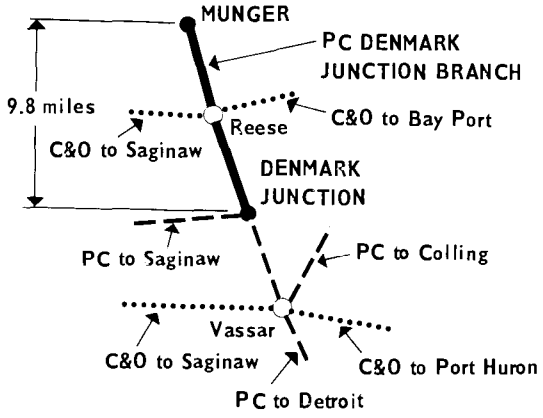
It is recommended that the Midland Branch be included in the ConRail System. Attempts will be made to acquire trackage rights into the Saginaw/Bay City/Midland area (see line 455).

DENMARK JUNCTION BRANCH

USRA Line No. 444

Penn Central

The Denmark Junction Branch, formerly part of the New York Central RR, extends from *Denmark Junc-*



tion (Milepost 91.1) to *Munger, Michigan* (Milepost 100.9), a distance of *9.8 miles*, in Tuscola, Bay and Saginaw Counties, Michigan. This line is a branch of the Saginaw-Vassar segment of the PC's Mackinaw line. The Mackinaw line is also under study in this Report. The C&O line from Saginaw to Bay Port crosses at Reese. The portion of this line between Reese and Munger was described as potentially excess in the U.S. DOT Report (see Zones 157 and 158).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Munger	121
Reese	85
Total carloads generated by the line	206
Average carloads per week	4.0
Average carloads per mile	21.0
Average carloads per train	2.1
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	4.0
Locomotive horsepower	2,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that in 1973, Gollin Brick and Supply received 80 cars of brick and building materials from Michigan, Ohio, Pennsylvania and Texas. It is impossible to receive these materials from any other transportation mode. Abandonment would cut off its competitive advantage and force its shutdown.

Burroughs and Sons shipped 3,350 tons of beans in 1972 and 2,500 tons in 1973. During 1973 it could have shipped 4,500 tons if 45 freight cars were available. It expected to ship 4,500 tons in 1974. Shutdown could affect 420 farm customers and cost each farmer 28 cents per bushel to move by motor truck.

Information for Line Retention Decision

Revenue received by PC		$88,023
Average revenue per carload	$427	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	89,545	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	51,716	
Total variable (avoidable) cost		141,261
Net contribution (loss): total		(53,238)
Average per carload	(258)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

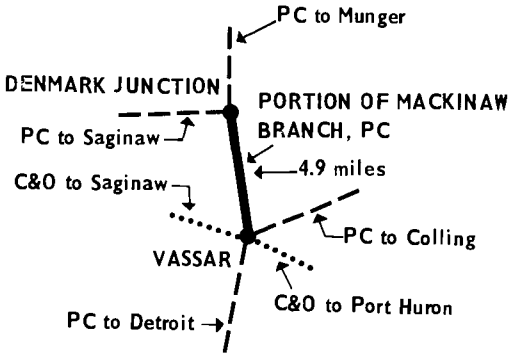
Preliminary Recommendation

It is *not* recommended that the Denmark Junction Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $53,238 or $258 per carload. Recovery of costs would require approximately a 150 percent increase in traffic or a 60 percent rate increase over the 1973 levels. Costs may also be lowered by reducing frequency, although this alone will not make the line viable.

PORTION OF MACKINAW BRANCH

USRA Line No. 444a

Penn Central



This portion of the Mackinaw Branch, formerly part of the New York Central RR, extends from *Vassar* (Milepost 86.2) to *Denmark Junction, Mich.* (Milepost 91.1), a distance of *4.9 miles*, in Tuscola County, Mich. The Mackinaw branch continues west to Saginaw, and south to Oxford and Detroit. The Penn Central branch to Munger comes in at Denmark Junction, and the

branch to Colling meets at Vassar; all Penn Central lines in this area are also under study in this Report. The C&O line to Port Huron crosses at Vassar. This line was not described as potentially excess in the U.S. DOT Report (see Zone 157).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Denmark Jct	84
Total carloads generated by the line	84
Average carloads per week	1.6
Average carloads per mile	17.1
Average carloads per train	1.6
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	1
Locomotive horsepower	2,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report".

Information for Line Retention Decision

Revenue received by PC		$23,943
Average revenue per carload	$285	
Varliable (avoidable) cost of continued service:		
Cost incurred on the branch line	37,304	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	15,825	
Total variable (avoidable) cost		53,129
Net contribution (loss): Total		(29,186)
Average per carload	(347)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

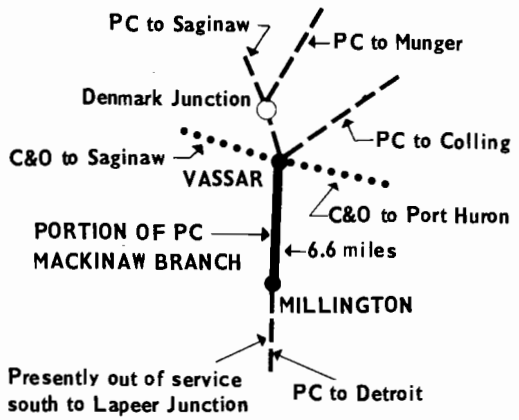
Preliminary Recommendation

It is *not* recommended that this portion of the Mackinaw Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $29,186 or $347 per carload. Recovery of costs would require approximately a 360 percent increase in traffic or a 120 percent rate increase over the 1973 levels.

PORTION OF PC MACKINAW BRANCH

USRA Line No. 445

Penn Central



This portion of the Mackinaw Branch, formerly part of the New York Central RR, extends from *Millington* (Milepost 79.6) to *Vassar, Mich.* (Milepost 86.2), a distance of *6.6 miles*, in Tuscola County, Mich. This segment formed part of the through Detroit-to-Saginaw Line. At Vassar, Penn Central Lines from Denmark Junction and Colling converge. Both these line segments are under study as is the line segment south of Millington to Lapeer Junction. At Vassar this line connects with the Chesapeake & Ohio's Port Huron-to-Saginaw Line. This line was described as potentially excess in the U.S. DOT Report (see Zone 157).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Millington	34
Vassar	695
Total carloads generated by the line	729
Average carloads per week	14.0
Average carloads per mile	110.5
Average carloads per train	7.3
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	4.0
Locomotive horsepower	2,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Services Report".

Information for Line Retention Decision

Revenue received by PC		$150,634
Average revenue per carload	$207	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	83,091	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	12,638	
Cost incurred beyond the branch line	131,163	
Total variable (avoidable) cost		226,852
Net contribution (loss): Total		(76,258)
Average per carload	(105)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 3,195 crossties (an average of 484 crossties per mile).

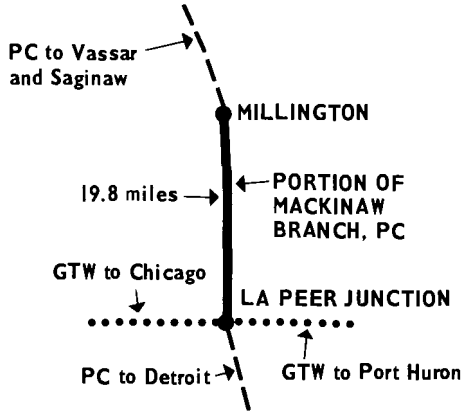
Preliminary Recommendation

It is *not* recommended that this portion of the Mackinaw Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic revenue and cost levels, this line generates an annual excess financial burden amounting to $76,258 or $105 per carload. Recovery of costs would require approximately a four-fold increase in traffic or a 50 per cent rate increase over the 1973 levels.

PORTION OF MACKINAW BRANCH

USRA Line No. 445a

Penn Central



This portion of the Mackinaw Branch, formerly part of the New York Central RR, extends from *Millington* (Milepost 79.6) to *Lapeer Jct., Mich.* (Milepost 59.8), a distance of *19.8 miles*, in Lapeer and Tuscola Counties, Mich.). This line was described as potentially excess in the U.S. DOT Report (see Zone 156).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

This line does not directly serve any patrons but is occasionally used as an overhead line.

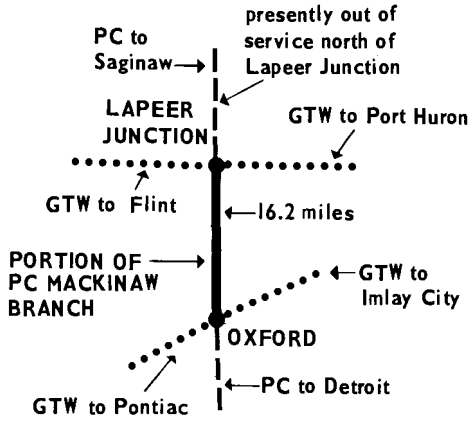
Preliminary Recommendation

It is *not* recommended that this portion of the Mackinaw Branch be included in the ConRail System.

PORTION OF MACKINAW BRANCH

USRA Line No. 445b

Penn Central



This portion of the Mackinaw Branch, formerly part of the New York Central RR, extends from *Oxford* (Milepost 43.6) to *Lapeer Junction*, Mich. (Milepost 59.8), a distance of *16.2 miles*, in Lapeer and Oakland Counties, Mich. This line is part of Penn Central's Detroit-to-Mackinaw City Mackinaw Branch; this line only receives local service. It connects at Lapeer Junction with the Grand Trunk Western's Main Line to Port Huron and at Oxford with their line to Pontiac. This line was described as potentially excess in the U.S. DOT Report (see Zones 155 and 156).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Metamora	21
Lapeer	378
Total carloads generated by the line	399

Average carloads per week	7.7
Average carloads per mile	24.6
Average carloads per train	4.0
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	3.0
Locomotive horsepower	2,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" centered around PC's service to and from firms located in and around Lapeer. Church's Lumber Co. receives 95 percent rail shipments. Transportation costs would increase between 15 and 20 percent if abandonments were approved and its Oxford lumber yard would be closed.

Information for Line Retention Decision

Revenue received by PC		$126,594
Average revenue per carload	$317	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	129,168	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	35,735	
Cost incurred beyond the branch line	81,544	
Total variable (avoidable) cost		246,447
Net contribution (loss): Total		(119,853)
Average per carload	(300)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 8,094 crossties (an average of 499 crossties per mile).

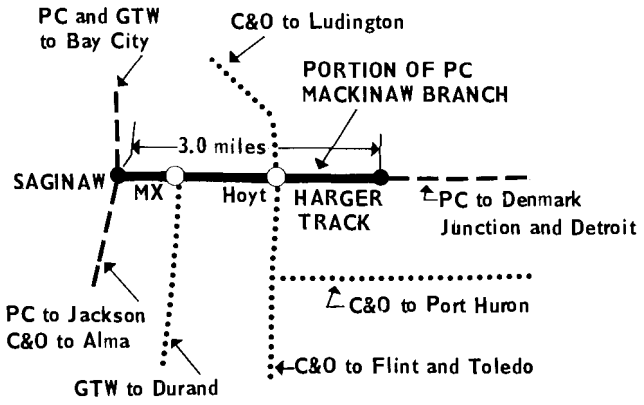
Preliminary Recommendation

It is *not* recommended that this portion of the Mackinaw Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $119,853 or $300 per carload. Recovery of costs would require approximately a 260 per cent increase in traffic or a 95 percent rate increase over the 1973 levels.

PORTION OF MACKINAW BRANCH

USRA Line No. 446

Penn Central



This portion of the Mackinaw Branch, formerly part of the New York Central RR, extends from *Harger Track* (Milepost 17.7) to *Saginaw, Mich.* (Milepost 20.7), a distance of *3.0 miles*, in Saginaw County, Mich. This line is in Zone 159 in the U.S. Department of Transportation Report, "Rail Service in the Midwest and Northeast Region," dated February 1, 1974. At Saginaw this line connects with Penn Central lines to Jackson and Mackinaw (via Bay City) and the C&O to Ludington and Port Huron. The Grand Trunk Western crosses at MX Tower, just east of Saginaw and utilizes PC Trackage to operate from MX to Mershon (north of Saginaw) before going onto their own trackage to operate into Bay City. A third C&O line, running from Saginaw south to Flint and Detroit, crosses at Hoyt. The Mackinaw Branch continues east to Denmark Junction and Detroit. All Penn Central lines in this region are also under study in this Report (see Zone 159).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Saginaw[1]	332
Total carloads generated by the line	332
Average carloads per week	6.4
Average carloads per mile	110.7
Average carloads per train	3.3
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	2.0
Locomotive horsepower	2,000
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services

Planning Office as reflected in their reports entitled, "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$96,416
Average revenue per carload	$290	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	44,864	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	58,511	
Total variable (avoidable) cost		103,375
Net contribution (loss): total		(6,959)
Average per carload	(21)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

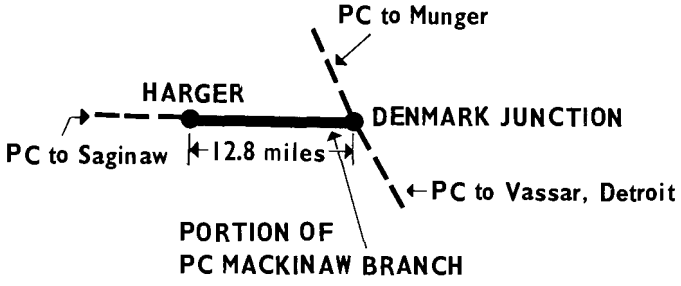
Recommendation

It is recommended that this portion of the Mackinaw Branch be included in the ConRail System. Attempts will be made to acquire trackage rights into the Saginaw Bay City/Midland area (see Line 455).

PORTION OF MACKINAW BRANCH

USRA Line No. 446a

Penn Central



This portion of the Mackinaw Branch, formerly part of the New York Central RR, extends from *Denmark Junction* (Milepost 5.0), to *Harger, Mich.* (Milepost 17.7), a distance of *12.7 miles*, in Tuscola and Saginaw Counties, Mich. This line is a segment of the Penn Central's Detroit to Mackinaw City line which is under study in its entirety. This segment is just east of Saginaw. The Denmark Junction branch, from Denmark Junction, north to Munger is also under study in this Report. This line except for the portion in Tuscola County was described as potentially excess in the U.S. DOT Report (see Zones 157 and 159).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Richville	277
Harger	564
Saginaw[1]	357
Total carloads generated by the line	1,198
Average carloads per week	23.0
Average carloads per mile	94.3
Average carloads per train	10.0
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	4.0
Locomotive horsepower	2,000
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$373,528
Average revenue per carload	$312	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	126,138	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	246,700	
Total variable (avoidable) cost		372,838
Net contribution (loss) total		690
Average per carload		0.59

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

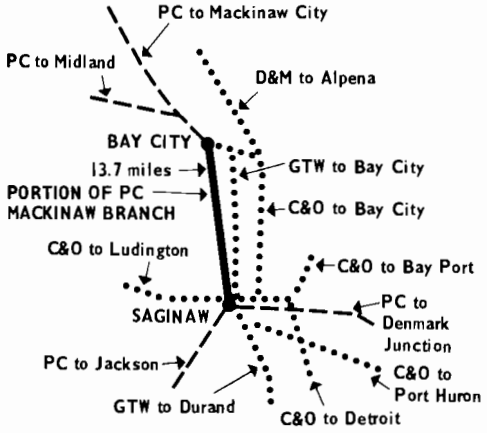
Recommendation

It is recommended that this portion of the Mackinaw Branch be included in the ConRail System. Attempts will be made to acquire trackage rights into the Saginaw/ Bay City/Midland area (See Line 455).

PORTION OF MACKINAW BRANCH

USRA Line No. 447/447a/447b

Penn Central



This portion of the Mackinaw Branch, formerly part of the New York Central RR, extends from *Saginaw* (Milepost 101.5) to *Bay City, Mich.* (Milepost 0.7), a distance of *13.7 miles*, in Saginaw and Bay Counties, Mich. The continuations of this line, to Jackson, Detroit and Mackinaw City are also under study in this Report. At Bay City this line connects with the Chesapeake & Ohio Ry., the GTW and the Detroit & Mackinaw Ry. at Saginaw there are connections with the C&O and the Grand Trunk Western Ry. The GTW utilizes trackage rights over this line near Saginaw (from MX to Mershon) to reach Bay City from Durand. The C&O crosses this line at Mershon. This line was described as potentially excess in the U.S. DOT Report (see Zones 158 and 159).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Saginaw [1]	5,158
Bay City [1]	1,881
Carrollton	654
Zilwaukee	266
Total carloads generated by the line	7,959
Average carloads per week	153.1
Average carloads per mile	581.0
Average carloads per train	22.7
1973 Operating information:	
Number of round trips per year	350
Estimated time per round trip (hours)	8
Locomotive horsepower	4,000
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$2,765,088
Average revenue per carload	$347	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	416,322	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	1,938,175	
Total variable (avoidable) cost		2,354,497
Net contribution (loss): Total		401,591
Average per carload	52	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

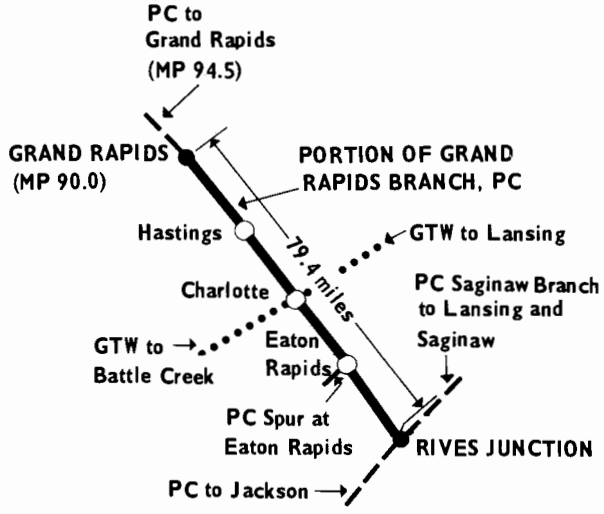
Recommendation

It is recommended that this portion of the Mackinaw Branch be included in the ConRail System. Attempts will be made to acquire trackage rights into the Saginaw/Bay City/Midland area (see Line 455a).

PORTION OF GRAND RAPIDS BRANCH

USRA Line No. 451/452/453

Penn Central



This portion of the Grand Rapids Branch, formerly part of the New York Central RR, extends from *Rives Junction* (Milepost 10.6) to *Grand Rapids, Mich.* (Milepost 88.1), a distance of *77.5 miles*, in Kent, Barry, Eaton, Ingham and Jackson Counties, Mich. This line runs from the Jackson Branch at Rives Junction, to Grand Rapids; the branch continues for an additional four and one-half miles past the end of this line seg-

ment, all within the city of Grand Rapids. The Saginaw Branch and an industrial spur at Eaton Rapids are also under study in this Report. The Main Line of the Grand Trunk Western crosses at Charlotte. The Penn Central has filed a petition to abandon the portion of this line between Charlotte and Hastings, ICC Docket No. AB–5–Sub. 150. This line was described as potentially excess in the U.S. DOT Report (see Zones 149, 152, 161, and 163).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Onondaga	0
Eaton Rapids	689
Charlotte	453
Chester	2
Vermontville	80
Nashville	14
Hastings	204
Middleville	8
Caledonia	94
Dutton	9
Total carloads generated by the line	1,553
Average carloads per week	28.9
Average carloads per mile	20.0
Average carloads per train	15.5
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	11.5
Locomotive horsepower	4,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$606,220
Average revenue per carload	$390	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	677,758	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	303,841	
Total variable (avoidable) cost		981,599
Net contribution (loss): total		(375,379)
Average per carload	(242)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.)

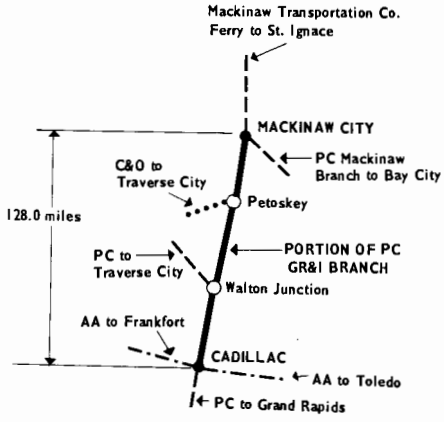
Preliminary Recommendation

It is *not* recommended that this portion of the Grand Rapids Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $375,379 or $242 per carload. Recovery of costs would require approximately a 125 percent increase in traffic or a 60 percent rate increase over the 1973 levels.

PORTION OF THE GR&I BRANCH

USRA Line No. 454

Penn Central



This portion of the GR&I Branch, formerly part of the Pennsylvania RR, extends from *Cadillac* (Milepost 331.8) to *Mackinaw City, Mich.* (Milepost 459.8), a distance of *128.0 miles*, in Wexford, Kalkaska, Grand Traverse, Antrim, Emmet, Charlevoix and Cheboygan Counties, Mich. This line is the northern portion of Penn Central's GR&I branch. Its southern extension (to Grand Rapids), its northern connection, the Mackinaw Branch, a branch from Walton Junction to Traverse City, and the Ann Arbor line which crosses at Cadillac are all also under study elsewhere in this Report. The C&O's line through northern Michigan connects at Petoskey. The Penn Central has filed petitions to abandon this line, ICC Docket No. AB–5–Sub. 159, USRA Docket No. 75–57. This line was described as potentially excess in the DOT Report (Zone 165).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Cadillac	257
Missaukee Junction	153
Manton	70
Walton Junction	29
Fife Lake	2
South Boardman	61
Kalkaska	344
Antrim	33
Mancelona	38

Alba	1
Elmira	29
Boyne Falls	53
Petoskey	235
Kegomic	8
Alanson	0
Pellston	33
Levering	0
Total carloads generated by the line	1,346
Average carloads per week	25.9
Average carloads per mile	10.5
Average carloads per train	13.5
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	12
Locomotive horsepower	4,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the majority of shippers who testified at the hearings were citing traffic data for the Cadillac area. Only two of the firms at Cadillac cited traffic growth for future years: Red Mill Lumber projected an increase from 29 carloads in 1973 to between 39 and 42 carloads in future years; Brooks and Perkins projected an increase from 79 carloads in 1973 to 94 carloads in future years. A team track at Kalkaska (milepost 371.5) is the site where nineteen companies are currently receiving about 286 carloads of drilling pipe. The testimony record is unclear as to the expected time frame of this pipeline traffic (for construction & exploration purposes), and lacks detail as to whether rail or pipelines will haul any crude oil to market.

Strong opposition to abandonment came from the Cadillac Area Chambers of Commerce whose members utilize 302 cars. Manufacturing and wholesaling account for 60% of the economy of the Cadillac Area. Points in terms of industrial growth are: (1) Cadillac Malleable Iron Co. is planning an addition; (2) a lumber processing firm is expected to enter the area; (3) the Transit Services Co. is going to load and unload freight cars as part of a warehousing operation; (4) a recent discovery of oil and gas wells in the area will bring the need for more cars; (5) the development of an industrial park which has received EDA financing; (6) movement of industry from the city to rural areas.

As a result of a 304(f) abandonment notice, USRA has received correspondence from a wide cross-section of people. Governor Milliken stated that public hearings will be held both for USRA's preliminary plan and the State's own preliminary plan, and that no abandonments should take place until Michigan's plan is final. This action will preserve the State's option to seek Title Four rail subsidy funds. The Michigan Association of Railroad Passengers objected to the abandonment and expressed the hope that the State's Rail Bond Issue could be used to restore passenger service on the Grand Rapids to Mackinaw City line. Inco Services, Northern Propane Gas (Cadillac) and the Northwest Michigan Planning Commission also filed letters of objection. Inco Services said that they had 2 years to run on a contract for a warehouse at Kalkaska where delivery pipe is received.

Information for Line Retention Decision

Revenue received by PC		$526,098
Average revenue per carload	$391	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	932,390	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	225,423	
Cost incurred beyond the branch line	269,421	
Total variable (avoidable) cost		1,427,234
Net contribution (loss): total		(901,136)
Average per carload	(669)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 38,846 crossties (an average of 303 crossties per mile).

Preliminary Recommendation

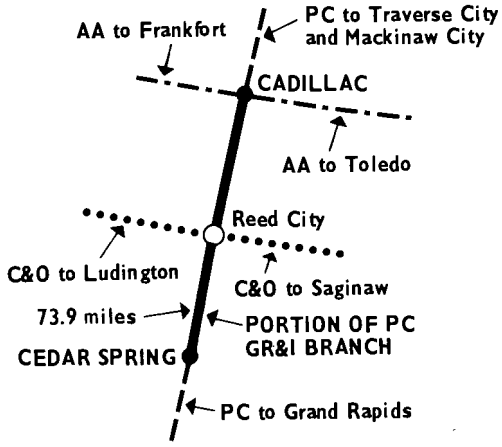
It is *not* recommended that this portion of the GR&I Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $901,136 or $669 per carload. Recovery of costs would require approximately a 350 per cent increase in traffic or a 170 per cent rate increase over the 1973 levels.

PORTION OF GR & I BRANCH

USRA Line No. 454a

Penn Central

This portion of the GR&I Branch, formerly part of the Pennsylvania RR, extends from *Cedar Springs* (Milepost 257.9) to *Cadillac, Mich.* (Milepost 331.8), a distance of *73.9 miles*, in Mecosta, Kent, Montcalm, Osceola, and Wexford Counties, Mich. This line is a segment of the Penn Central's Grand Rapids & Indiana Branch; both its northern and southern exten-



sions are also under study in this Report. At Reed City, the C&O Ludington-Saginaw line crosses and at Cadillac the Ann Arbor Railroad (also under study in this report) crosses en route from Toledo and Owosso to Frankfort. Penn Central has filed to abandon the entire GR&I branch north of Cedar Springs, ICC Docket No. AB–5, Sub. 159 and USRA Docket No. 75–57. This line was described as potentially excess in the U.S. DOT Report (see Zones 163, 164, and 165).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Sand Lake	8
Pierson	9
Howard City	3
Morley	0
Stanwood	13
Big Rapids	109
Reed City	82
Leroy	7
Tustin	2
Total carloads generated by the line	233
Average carloads per week	4.5
Average carloads per mile	3.2
Average carloads per train	2.3
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	6.0
Locomotive horsepower	2,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that most of the specific testimony came from shippers located in the outskirts of Grand Rapids, Cedar Springs, Big Rapids and Reed City. Michigan-Wisconsin Pipeline Company expressed a need for this line in order to complete a pipeline construction project. The project, of short term, would generate 332 carloads over several years. Traffic data was supplied for 1973 carloads for Central Concrete Company, Big Rapids Box Company and Michigan Cigar Company. No projections of future business growth were noted other than another short term projection for a second pipeline project. The Farm Bureau of Stanwood and Consumers Power Company (light poles, wire, etc.) presented no traffic data. USRA received correspondence from the Shell Oil Company, which stated that the firm is exploring for oil in Michigan and will be bringing in 1,600 tons of pipe in 1974, and 2,500 tons of pipe in 1975 and again in 1976. Based on an estimate of 3½ tons per car, Shell Oil projects 450 carloads in 1974 and 715 carloads in both 1975 and 1976. A Big Rapids shipper wrote and explained how the abandonment of this line would leave shippers at the mercy of the "Teamsters Union monopoly." The Council of Reed City forwarded a resolution stating amongst other factors that since there appears to be a future possibility for subsidy assistance, that this line should not be abandoned.

Information for Line Retention Decision

Revenue received by PC		$70,209
Average revenue per carload	$301	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	516,196	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	126,451	
Cost incurred beyond the branch line	45,405	
Total variable (avoidable) cost		688,052
Net contribution (loss): total		(617,843)
Average per carload	(2,692)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 20,118 crossties (an average of 272 crossties per mile).

Preliminary Recommendation

It is *not* recommended that this portion of the GR & I Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $617,843 or $2,692 per carload. Recovery of costs would require approximately a 25-fold increase in traffic or an 895 percent rate increase over the 1973 levels.

PORTION OF THE SAGINAW BRANCH

USRA Line No. 455

Penn Central

(map not available)

This portion of the Saginaw Branch, formerly part of the New York Central RR, extends from *Jackson* (Milepost 0.0) to *Lansing, Mich.* (Milepost 40.0), a distance of *40.0 miles*, in Jackson, Ingham, Clinton, Shiawassee and Saginaw Counties, Mich. At Jackson, Penn Central lines to Kalamazoo, Detroit, Elkhart and Van Wert meet, with the latter also under study in this Report. Another connection under study is the PC line to Grand Rapids at Rives Junction. Additional connections are the GTW's Jackson-Pontiac line at Jackson, the C&O's Grand Rapids-Detroit line and the GTW main line at Lansing. This line except for short portions near Lansing was described as potentially excess in the U.S. DOT Report (see Zones 152 and 161).

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that although Zone 161 is heavily dependent upon both agriculture and manufacturing for its economic base, the bulk of the statements came from agricultural sources located near Lansing. One reason could be that only six of the approximately 23 grain elevators in the area would continue to receive rail service is DOT's recommendations were implemented. A representative of the Tri-County Regional Planning Commission (Clinton, Eaton and Ingham) noted that several firms considering location have listed rail service as a prerequisite. DOT would eliminate PC at Lansing but retain the GTW and the Chessie system; however, the Lansing Metropolitan Development Authority pointed out that the bulk of the Lansing traffic originates on PC.

Information for Line Retention Decision

This line is required as a primary feeder line to Lansing, therefore local rail service will be provided to all shippers on the line.

Recommendation

It is recommended that this portion of Saginaw Branch be included in the ConRail System

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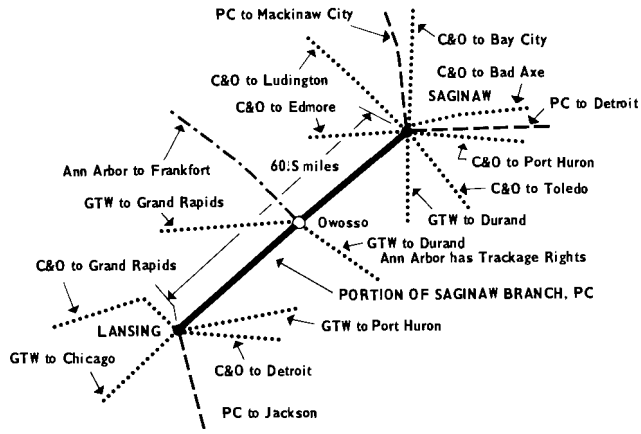
PORTION OF THE SAGINAW BRANCH

USRA Line No. 455a

Penn Central



This portion of the Saginaw Branch, formerly part of the New York Central RR, extends from *Lansing* (Milepost 40.0), to *Saginaw* (Milepost 101.5) a distance of *61.5 miles*, in Clinton, Sciawasee, and Saginaw Counties, Mich. At Lansing, this line connects with the southern portion of the Saginaw Branch, also under study in this Report. At Saginaw, this line connects with the PC lines to Bay City and to Vassar, both of which are also being studied in this Report. The Grand Trunk Western and the Ann Arbor cross this branch at Owosso. The Ann Arbor line is also under study in this Report. Solvent carriers with which the PC branch connects include: the C&O and GTW at both Lansing and Saginaw. This line was, except for short portions near Lansing and Owasso, described as potentially excess in the US DOT Report (see Zones 19, 160, and 161).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Laingsburg	5
Bennington	1
Owosso	214
Menderson	91
Oakley	24
Chesaning	246
Fergus	7
St. Charles	29
Saginaw[1]	801
Total carloads generated by the line	1,418
Average carloads per week	27.3
Average carloads per mile	23.1
Average carloads per train	4.1
1973 operating information:	
Number of round trips per year	350
Estimated time per round trip (hours)	7
Locomotive horsepower	2,500
Train crew size	4

[1] Includes only traffic on this segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicates that Consumers Power Company has a power plant at Essexville to which 1.4 million tons of coal moves each year from Sunny Hill, Ohio via an interchange at Owosso. The power company expects its Essexville plant to be the site of a coal gassification plant sometime in the future, which would increase Saginaw Branch traffic between Owosso and Saginaw. The Chesaning Farm Cooperative felt that it could increase its rail business by 20 to 40 cars, if the cars were available. The McDonald Cooperative Dairy stated that they need rail service in order to move both bulk and liquid products at competitive prices. A mobile home builder at Chesaning needs rail service in order to move its over-sized Chessie frames via rail.

Information for Line Retention Decision

Revenue received by PC		$732,787
Average revenue per carload	$517	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	615,370	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	361,353	
Total variable (avoidable) cost		976,723
Net contribution (loss): total		(243,936)
Average per carload	(172)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). A major upgrading is required, however, to bring the line up to a reasonable level of operating efficiency for the handling of Saginaw traffic.

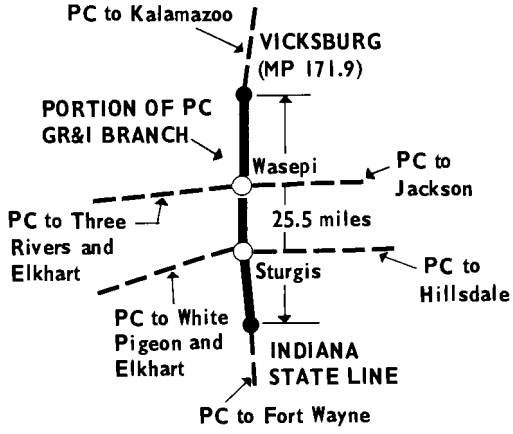
Preliminary Recommendation

It is *not* recommended that this portion of the Saginaw Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $243,936 or $172 per carload. Recovery of costs would require approximately a 65 percent increase in traffic or a 33 percent rate increase over the 1973 levels. This line may be retained if trackage rights cannot be obtained to handle the Saginaw traffic.

PORTION OF GR&I BRANCH

USRA Line No. 456/457/458

Penn Central



This portion of the GR&I Branch, formerly part of the Pennsylvania RR, extends from *State Line* (Milepost 146.4) to *Vicksburg, Mich.* (Milepost 171.9), a distance of *25.5 miles*, in St. Joseph and Kalamazoo Counties, Mich. This line is a segment of the Penn Central's GR&I Branch which is under study in this Report. At Wasepi, the Penn Central's Three Rivers-Jackson-Elkhart Branch, also under study in this Report, crosses and at Sturgis the line from Elkhart to Hillsdale intersects the GR&I Branch. The crossing at Wasepi has been removed and the northern portion of this line has been connected to the PC's Elkhart-Jackson line to allow through movement at Three Rivers-Wasepi-Kalamazoo. Penn Central has filed a petition to abandon this line. ICC Docket No. AB–5, Sub. 172 and USRA Docket No. 75–58 cover the

stretch of the GR&I track from Kendallville, Ind., to Wasepi, which includes the portion of this line between Wasepi and State Line. This line was described as potentially excess in the U.S. DOT Report (see Zones 150 and 151).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Sturgis[1]	1,473
Nottawa	5
Mendon	93
Total carloads generated by the line	1,571
Average carloads per week	30.3
Average carloads per mile	61.8
Average carloads per train	6.3
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	6.0
Locomotive horsepower	1,750
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by Penn Central		$544,425
Average revenue per carload	$347	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	297,779	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	42,476	
Cost incurred beyond the branch line	301,976	
Total variable (avoidable) cost		642,231
Net contribution (loss): total		(97,806)
Average per carload	(62)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 7000 crossties (an average of 275 crossties per mile). Sturgis Iron and Metal Co. decided to expand on a new 55-acre site south of Sturgis adjacent to the GR&I Branch. The site was picked mainly because of the access to GR&I. The company has bought "all necessary railroad tracks, ties, spikes and switches" and, in addition, a switch engine, a huge scale and a shredder. The new mill "is capable of putting out 80 tons per hour" and this capacity would require 12 gondolas per day; that is, inbound and outbound, at 70 tons per car (840 tons per day). The company is considering further expansion, but no decision can be made without a firm commitment from the railroad.

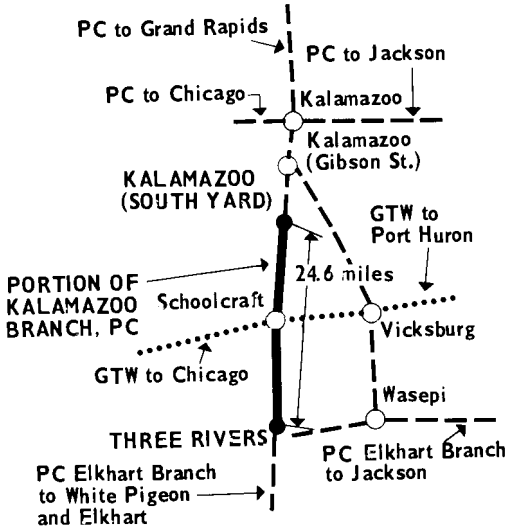
Preliminary Recommendation

Although the preliminary recommendation is that this portion of the GR&I not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $97,806 or $62 per carload. Recovery of costs would require approximately a 40 percent increase in traffic or an 18 percent rate increase over the 1973 levels.

PORTION OF KALAMAZOO BRANCH

USRA Line No. 458a

Penn Central



This portion of the Kalamazoo Branch, formerly part of the New York Central RR, extends from *Three Rivers* (Milepost 9.5) *to Kalamazoo* (*South Yard*), *Mich.* (Milepost 34.1), a distance of *24.6 miles*, in Kalamazoo and St. Joseph Counties, Mich. This line's northern extension through Kalamazoo to Grand Rapids is also under study in this Report. Connections to the GR&I branch and the Chicago-Detroit PC line can be made several miles north of South Yard, Kalamazoo. At Schoolcraft the GTW Main Line crosses and at Three Rivers the PC Elkhart Branch connects the east end of the Elkhart Branch (from Three Rivers to Jackson), which is also under study in this Report. This line was

not described as potentially excess in the U.S. DOT Report (see Zones 150 and 151).

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that several businesses on this line have made investments which will most likely increase the use of rail service.

Information for Line Retention Decision

This line is required for through freight service, therefore local rail service will be provided to all shippers located on the line.

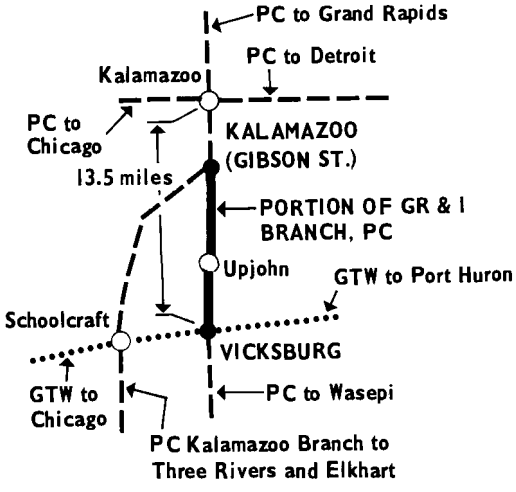
Recommendation

It is recommended that this portion of the Kalamazoo Branch be included in the ConRail System.

PORTION OF GR&I BRANCH

USRA Line No. 459/459a

Penn Central



This portion of the GR&I Branch, formerly part of the Pennsylvania RR, extends from *Vicksburg* (Milepost 177.9) to *Kalamazoo, Mich.* (Milepost 185.4), a distance of *13.5 miles*, in Kalamazoo County, Michigan. The continuations of the GR&I Branch, north to Grand Rapids and south to Wasepi, and the Kalamazoo Branch which connects at Kalamazoo (Gibson Street) are also under study in this report. The GTW Main Line crosses at Vicksburg. Connections to the PC Chicago-Detroit line are made north of Kalamazoo (Gibson Street). The portion of this line between Upjohn and Vicksburg was described as potentially excess in the U.S. DOT Report (see Zone 151).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Vicksburg	851
Indianfield	1,403
Kalamazoo [1]	2,735
Total carloads generated by the line	4,989
Average carloads per week	95.9
Average carloads per mile	369.6
Average carloads per train	20.0
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	6
Locomotive horsepower	1,750
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Union Camp Corp. at Indianfield, generated 460 carloads in 1972 and 513 carloads in 1973. It claimed that this traffic together with Upjohn's 1958 annual carloads is sufficient to require service on the Vicksburg to Kalamazoo segment of the line. The Kalamazoo Chamber stated that the Simpson-Lee Paper Co. generates 950 annual carloads.

Information for Line Retention Decision

Revenue received by PC		$1,570,944
Average revenue per carload	$315	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	285,098	
Cost of upgrading branch line to FRA class I: (1/10 of total upgrading cost)	24,212	
Cost incurred beyond the branch line	868,015	
Total variable (avoidable) cost		1,177,325
Net contribution (loss): total		393,619
Average per carload	79	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 3,400 crossties (an average of 252 crossties per mile).

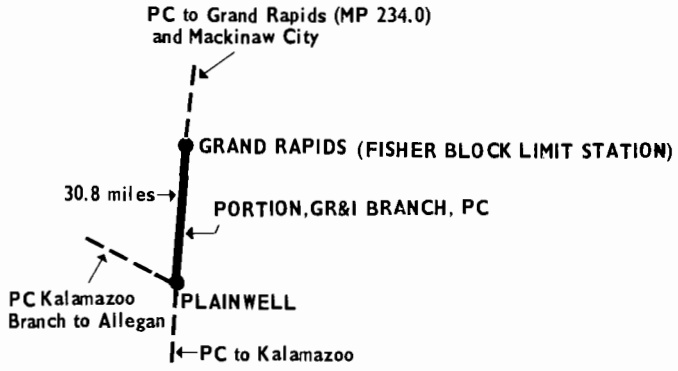
Recommendation

It is recommended that this portion of the GR&I Branch be included in the ConRail System.

PORTION OF GR&I BRANCH

USRA Line No. 460

Penn Central



This portion of the GR&I Branch, formerly part of the Pennsylvania RR, extends from *Plainwell* (Milepost 196.7) to *Fishey* (*Grand Rapids*), *Mich.* (Milepost 227.5), a distance of *30.8 miles*, in Kent, Allegan, and Kalamazoo Counties, Mich. This line is a segment of the Penn Central's GR&I Branch, its northern and southern extensions and the Kalamazoo Branch which connects at Plainwell are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 149 and 163).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Martin	159
Shelbyville	0
Bradley	0
Wauland	692
Moline	2
Carlisle	153
Fisher	299
Grand Rapids[1]	240
Total carloads generated by the line	1,545
Average carloads per week	29.7
Average carloads per mile	50.2
Average carloads per train	5.6
1973 operating information:	
Number of round trips per year	275
Estimated time per round trip (hours)	8.0
Locomotive horsepower	2,000
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicates the parallel PC line (Grand Rapids to Kalamazoo) serves the communities between Grand Rapids and Plainwell. The Michigan Association of Railroad Passengers requested that the line be preserved in order that it might be used as the connecting line to the east-west passenger service presently being provided at Kalamazoo.

Information for Line Retention Decision

Revenue received by PC		$467,626
Average revenue per carload	$303	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	380,466	
Cost of upgrading branch line to FRA Class I: ($1/10$ of total upgrading cost)	0	
Cost incurred beyond the branch line	235,066	
Total variable (avoidable) cost		615,532
Net contribution (loss): total		(147,906)
Average per carload	(96)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards. A number of business dependent rail service described investment in plant or equipment, e.g., the Plainwell Paper Co. plans to increase its rail use over the next 5 years as a result of its $15 million investment in new machinery. Pet, Inc., plans to increase its plant by an additional 40,000 square feet, thus increasing future car needs.

This line is the best link between the Grand Rapids market proper and the ConRail through route system at Kalamazoo. It requires no rehabilitation to FRA Class I and has greater on-line traffic than alternate routes.

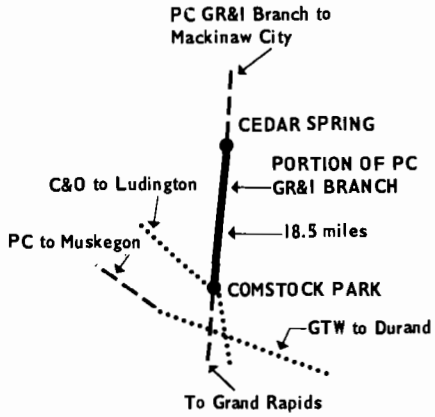
Recommendation

It is recommended that this portion of the GR–I be included in the ConRail System. In addition, all shippers within the yard limits of Grand Rapids as well as those on line 461a will be served.

PORTION OF GR&I BRANCH

USRA Line No. 461

Penn Central



This portion of the G.R. & I Branch, formerly part of the Pennsylvania RR, extends from *Comstock Park*

(Milepost 239.4) to *Cedar Springs, Mich.* (Milepost 257.9), a distance of *18.5 miles*, in Kent County, Mich. This line is a segment of the Penn Central's Grand Rapids & Indiana Branch; both its northern and Southern extensions are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 163).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
S. Rockford	74
Rockford	169
Cedar Springs	337
Total carloads generated by the line	580
Average carloads per week	11.2
Average carloads per mile	31.4
Average carloads per train	5.8
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	3.0
Locomotive horsepower	2,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Rockford Paper Mill had diverted 18,000 tons of coal from the Penn Central because of car shortages and inefficient service. Martin Marietta and Wolverine Worldwide both projected traffic increases.

Information for Line Retention Decision

Revenue received by PC:		$131,258
Average revenue per carload	$226	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	153,617	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	28,953	
Cost incurred beyond the branch line	105,070	
Total variable (avoidable) cost		287,640
Net contribution (loss): Total		(156,382)
Average per carload	(270)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 5,036 crossties (an average of 272 crossties per mile). Martin Marietta at Cedar Springs projected 364 carloads of limestone and magnesium at the RSPO heaings. Wolverine Worldwide of Rockford projected traffic growth from 157 cars in 1973 to 223 carloads.

Preliminary Recommendation

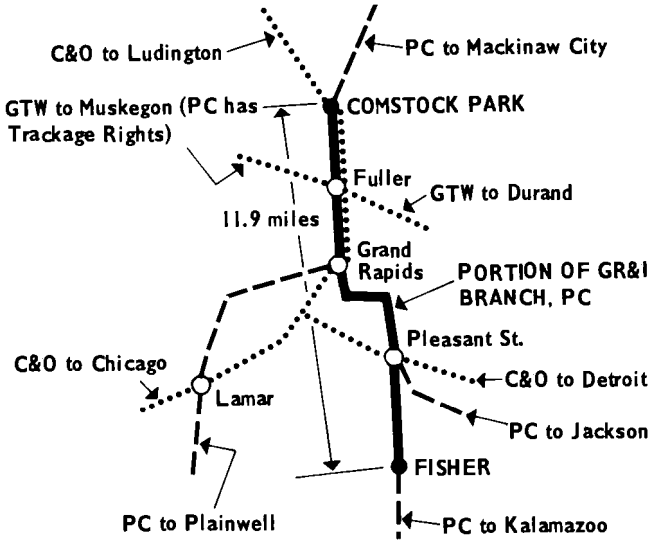
It is *not* recommended that this portion of the GR&I Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $156,382 or $270 per carload. Recovery of costs would require approximately a 600-fold increase in traffic or a 120 percent rate increase over the 1973 levels.

PORTION OF THE GR&I BRANCH

USRA Line No. 461a

Penn Central

This portion of the GR&I Branch, formerly part of the Pennsylvania RR, extends from *Grand Rapids* (Milepost 234.0) to *Comstock Park, Michigan*, (Milepost 239.4), a distance of *5.4 miles*, in Kent County, Mich. This line is a portion of the Grand Rapids & Indiana Branch. Its northern and southern extensions, and connecting PC lines to Muskegon, Jackson and a second line to Kalamazoo (parallel to the GR&I branch) are also under study in the Report. At Comstock Park the C&O line to Traverse City crosses. At Grand Rapids the Grand Trunk Western's Muskegon-to-Owosso line and C&O lines to Holland, Traverse City, and Lansing cross. This line was not described as potentially excess in the U.S. DOT Report (see Zone 163). The map illustrating this segment shows 11.9 miles of line under



study. Only the northern 5.4 miles between Comstock Park and Grand Rapids is discussed here.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

This line serves the majority of Grand Rapids traffic ($12 million in revenues). This traffic is profitable.

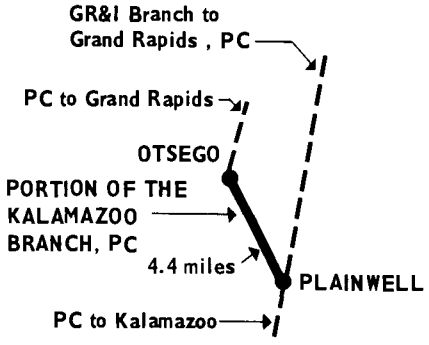
Recommendation

It is recommended that this portion of the GR&I be included in the ConRail System.

PORTION OF KALAMAZOO BRANCH

USRA Line No. 463

Penn Central



This portion of the Kalamazoo Branch, formerly part of the New York Central RR, extends from *Plainwell* (Milepost 48.1), to *Otsego, Mich.* (Milepost 52.5), a distance of *4.4 miles*, in Allegan County, Mich. A continuation of this line extends northward from Otsego, which sector is also under study in this Report. The line connects with the PC GR&I Branch at Plainwell which runs parallel to the Kalamazoo Branch and is also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 149).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Otsego	3,439
Total carloads generated by the line	3,439
Average carloads per week	66.1
Average carloads per mile	781.6
Average carloads per train	13.8
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	9
Locomotive horsepower	1,750
Train crew size	3

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$1,005,863
Average revenue per carload	$292	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	190,974	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	7,355	
Cost incurred beyond the branch line	591,879	
Total variable (avoidable) cost		790,208
Net contribution (loss): total		215,655
Average per carload	63	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 142 crossties (an average of 32 crossties per mile).

Recommendation

It is recommended that this portion of the Kalamazoo Branch be included in the ConRail System.

PORTION OF THE KALAMAZOO BRANCH

USRA Line No. 463a

Penn Central

(Map not available)

This portion of the Kalamazoo Branch, formerly part of the New York Central RR, extends from *Otsego*

(Milepost 52.5) to *Dorr, Michigan* (Milepost 77.0), a distance of *24.5 miles*, in Kalamazoo and Allegan Counties, Michigan. Continuation of this line extends northward from Dorr and southeastward from Otsego; these are also under study in this Report. This line connects with the Chesapeake & Ohio line to Muskegon at Allegan. PC has filed petitions to abandon this line between Otsego and Lamar (ICC Docket No. AB–5, USRA Docket No. 75–60). This line was described as potentially excess in the U.S. DOT Report (see Zone 149).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Allegan	26
Hopkins	23
Dorr	155
Total carloads generated by the line	204
Average carloads per week	3.9
Average carloads per mile	8.3
Average carloads per train	4.6
1973 operating information:	
Number of round trips per year	44
Estimated time per round trip (hours)	8
Locomotive horsepower	1,750
Train crew size	3

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." A letter received from the Village Clerk of Hopkins, Mich. indicates that local farmers are concerned about the possible effects of abandonment. Highway bridges in the area are inadequate to meet the traffic demands.

Information for Line Retention Decision

Revenue received by PC		$54,026
Average revenue per carload	$265	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	179,158	
Cost of upgrading branch line to FRA class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	33,764	
Total variable (avoidable) cost		212,922
Net contribution (loss): total		(158,896)
Average per carload	(778)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 792 crossties (an average of 32 crossties per mile).

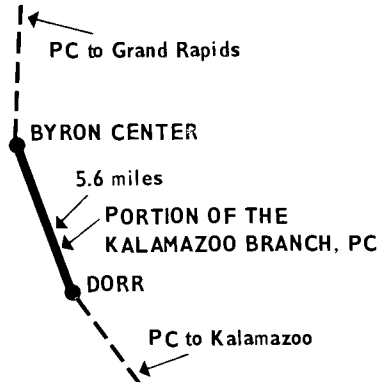
Preliminary Recommendation

It is *not* recommended that this portion of the Kalamazoo Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $158,896 or $778 per carload. Recovery of costs would require approximately an eight-fold increase in traffic or a 295 percent rate increase over the 1973 levels.

PORTION OF THE KALAMAZOO BRANCH

USRA Line No. 463b

Penn Central



This portion of the Kalamazoo Branch, formerly part of the New York Central RR, extends from *Dorr* (Milepost 77.0) to *Byron Center, Mich.* (Milepost 82.6), a distance of *5.6 miles*, in Allegan and Kent Counties, Michigan. Continuation of this line extends southward from Dorr and northward from Byron Center. Both of these continuations are also under study in this Report. PC has filed petitions to abandon this line between Otsego and Lamar, ICC Docket No. AB–5, USRA Docket No. 75–60. This line was described as potentially excess in the U.S. DOT Report (see Zones 149 and 163).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Byron Center	41
Total carloads generated by the line	41
Average carloads per week	0.8
Average carloads per mile	7.3
Average carloads per train	6.8
1973 operating information:	
Number of round trips per year	6
Estimated time per round trip (hours)	1.0
Locomotive horsepower	1,750
Train crew size	3

Information Provided by RSPO, Shippers, Government Agencies

No information was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report".

Information for Line Retention Decision

Revenue received by PC		$8,735
Average revenue per carload	$213	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	37,582	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	3,848	
Cost incurred beyond the branch line	5,417	
Total variable (avoidable) cost		46,847
Net contribution (loss): total		(38,112)
Average per carload	(930)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 181 crossties (an average of 32 crossties per mile).

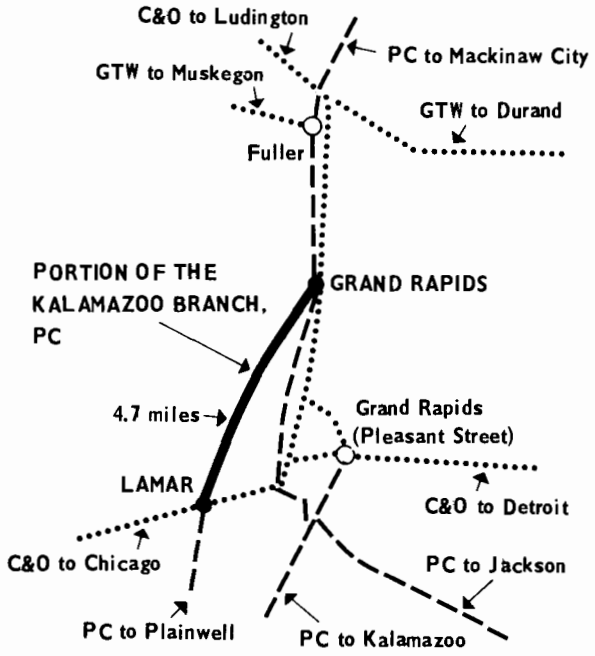
Preliminary Recommendation

It is *not* recommended that this portion of the Kalamazoo Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $38,112 or $930 per carload. Recovery of costs would require approximately an eleven-fold increase in traffic or a 437 percent rate increase over the 1973 levels.

PORTION OF THE KALAMAZOO BRANCH

USRA Line No. 463d

Penn Central



This portion of the Kalamazoo Branch, formerly of the New York Central RR, extends from *Lamar* (Milepost 89.8) to *Grand Rapids, Mich.* (Milepost 94.5), a distance of *4.7 miles*, in Kent County, Mich. A continuation of this line extends southward from Lamar; which is also under study in this Report. This line connects with the Waverly to Grand Rapids line of the Chesapeake & Ohio at Lamar. In addition, this line connects with the PC GR&I Branch and the PC line to Jackson at Grand Rapids; which are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 163).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Wyoming	123
Wentworth	3
Eagle Mills	40
Total carloads generated by the line	166
Average carloads per week	3.2
Average carloads per mile	35.3
Average carloads per train	3.2
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,200
Train crew size	4

Information Provided by RSPO, Shipping, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$42,375
Average revenue per carload	$255	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	47,998	
Cost of upgrading branch lines to FRA class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	28,464	
Total variable (avoidable) cost		76,462
Net contribution (loss): Total		(34,087)
Average per carload	(205)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

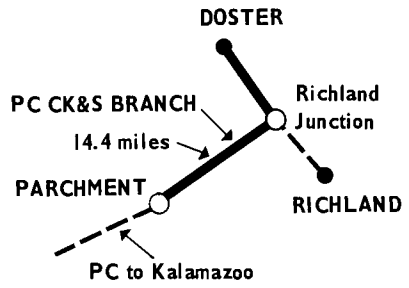
Preliminary Recommendation

It is *not* recommended that this portion of the Kalamazoo branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $34,087 or $205 per carload. Recovery of costs would require approximately a 240 percent increase in traffic or an 80 percent rate increase over the 1973 levels.

CHICAGO, KALAMAZOO AND SAGINAW BRANCH

USRA Line No. 464/465

Penn Central



The Chicago, Kalamazoo and Saginaw Branch, formerly part of the New York Central RR, extends from *Richland Junction* (Milepost 36.0) to *Parchment* (Milepost 42.3) and from *Richland Junction* (Milepost 0.0) to *Doster, Mich.* (Milepost 8.1), a total *distance of 14.4 miles*, in Kalamazoo County, Michigan. This line continues from Parchment to Kalamazoo where it connects with diverging lines; also from Richland Junction to Richland. Penn Central has filed a petition to abandon the CK&S Branch from Parchment to Richland Junction and from Doster to Richland, ICC Docket Number 26706. The ICC approved abandonment but then stayed their approval. This line was not shown in the U.S. DOT Report (see Zone 151).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Highland Park	9
Richland	100
Doster	43
Total carloads generated by the line	152
Average carloads per week	3
Average carloads per mile	11
Average carloads per train	4
1973 operating information:	
Number of round trips per year	40
Estimated time per round trip (hours)	5.5
Locomotive horsepower	1,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Richland Farm Service Company generated 66 and 67 carloads of freight in 1972 and 1973, respectively. The Doster Lumber Co. received 54 carloads of lumber in 1973. The former complained of poor rail service, causing it to ship goods via truck resulting in higher shipping costs. The latter stated that truck freight service is not economically feasible due to the nature of their shipments. Testimony received from Leo Filipowicz of the Richland Farm Service Company indicated that his firm shipped 38 carloads in 1973, and had service been adequate they would have used more. He also noted the potential hazards to the community of shipping by truck.

Information for Line Retention Decision

Revenue received by PC		$56,480
Average revenue per carload	$372	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	103,440	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	36,977	
Total variable (avoidable) cost		140,417
Net contribution (loss): total		(83,937)
Average per carload	(552)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

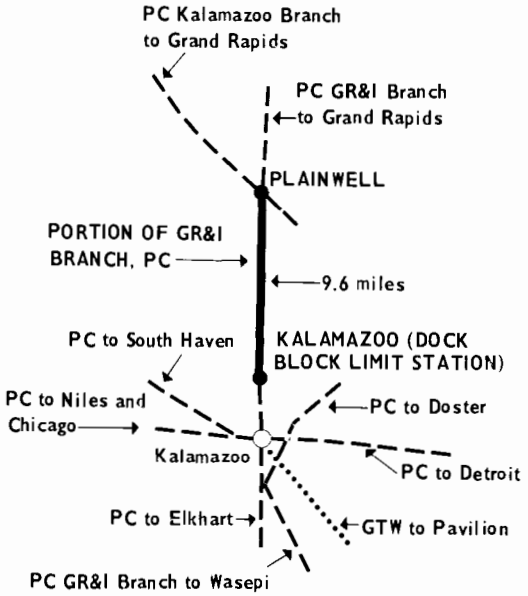
Preliminary Recommendation

It is *not* recommended that the Chicago, Kalamazoo and Saginaw Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $83,937 or $552 per carload. Recovery of costs would require approximately a four-fold increase in traffic or a 150 percent rate increase over the 1973 levels.

PORTION OF GR&I BRANCH

USRA Line No. 464a

Penn Central



This portion of the GR&I Branch, formerly part of the Pennsylvania RR, extends from *Kalamazoo* (Milepost 187.1) to *Plainwell, Michigan* (Milepost 196.7), a distance of *9.6 miles*, in Allegan and Kalamazoo Counties, Michigan. The northern and southern extensions of this line and the PC Kalamazoo Branch, which crosses at Plainwell, are also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zones 149 and 151).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Plainwell	2,061
Kalamazoo [1]	757
Total carloads generated by the line	2,818
Average carloads per week	54.2
Average carloads per mile	293.5
Average carloads per train	9.4
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	3.0
Locomotive horsepower	2,000
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$804,179
Average revenue per carload	$285	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	170,151	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	445,957	
Total variable (avoidable) cost		616,108
Net contribution (loss): total		188,071
Average per carload	67	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph.)

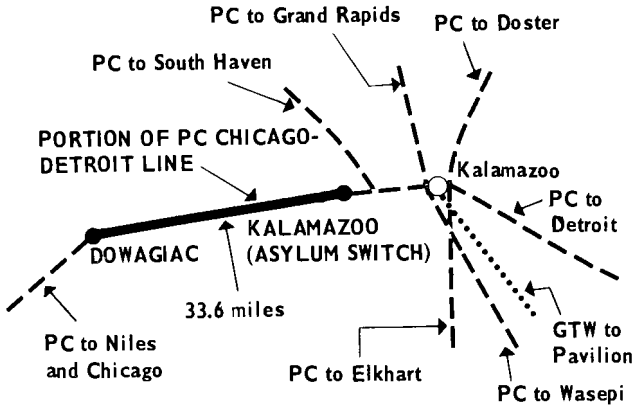
Recommendation

It is recommended that this portion of the GR&I Branch be included in the ConRail System.

PORTION OF CHICAGO-DETROIT MAIN LINE

USRA Line No. 466

Penn Central



This portion of the Chicago-Detroit Line, formerly part of the New York Central RR, extends from *Kalamazoo* (Milepost 145.0), to *Dowagiac, Mich.* (Milepost 178.6), a distance of *33.6 miles*, in Kalamazoo, Van Buren, and Cass Counties, Mich. This line is part of the old Michigan Central Main Line between Chicago and Detroit. The line continues westward from Dowagiac to Niles (also under study in this report) and eastward from Kalamazoo to Detroit. Amtrak currently operates passenger service over this route. This line was not described as potentially excess in the U.S. DOT Report (see Zones 149 and 151).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Mattawan	3
Lawton	128
Decatur	173
Total carloads generated by the line	304
Average carloads per week	5.8
Average carloads per mile	9.0
Average carloads per train	1.3
1973 operating information:	
Number of round trips per year	240
Estimated time per round trip (hours)	4
Locomotive horsepower	2,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated there was a good deal of general public comment on the need for more and improved intercity passenger service. John DeLora, Chairman of the Michigan Association of Railroad Passengers, reported that the Michigan Bureau of Urban and Mass Transportation is preparing a master plan for future rail passenger service. Mr. DeLora suggested that no abandonments should take place until the Bureau has completed its plan.

Information for Line Retention Decision

Revenue received by PC		$102,444
Average revenue per carload	$337	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	265,629	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	44,514	
Total variable (avoidable) cost		310,143
Net contribution (loss): total		(207,699)
Average per carload	(673)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). USRA staff have "discussed" with both the State of Michigan and Amtrak the options available for preserving intercity passenger routes should a few routes no longer justify continued freight service. At the present time, this line segment is used as part of the through route for Chicago-Detroit trains and Chicago-Port Huron trains. It has been suggested in previous meetings that both the State of Michigan and Amtrak will be evaluating this route so that a decision can be made at a later date on whether or not either party will wish to designate this line to be purchased, leased or otherwise acquired in their account.

Preliminary Recommendation

It is *not* recommended that this portion of the Chicago-Detroit Line be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $207,699 or $673 per carload. Recovery of costs would require approximately a four-fold increase in traffic or a 200-percent rate increase over the 1973 levels.

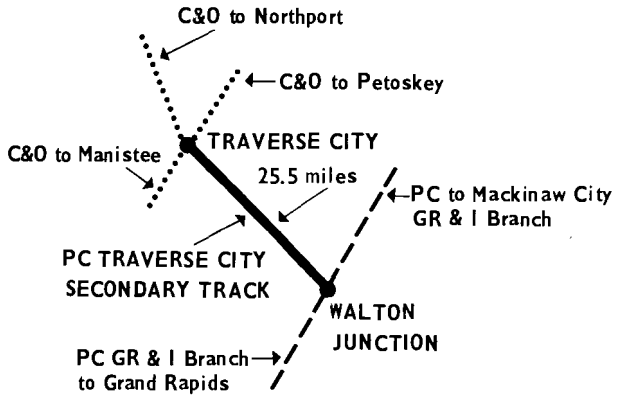
TRAVERSE CITY SECONDARY TRACK

USRA Line No. 470

Penn Central

The Traverse City Secondary Track, formerly part of the Pennsylvania RR, extends from *Walton Junction* (Milepost 0.0) to *Traverse City, Mich.* (Milepost

25.5), a distance of *25.5 miles*, in Grand Traverse County, Mich. This line connects with the GR&I branch of the PC at Walton Junction. The GR&I branch extending north and south of Walton Junction is also under study in this Report. At Traverse City



the line connects with the C&O lines to Northport, Petoskey and Manistee. The Penn Central has filed a petition to abandon this line, ICC Docket No. AB–5, Sub. 48. This line was described as potentially excess in the U.S. DOT Report (see Zone 165).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Summit City	0
Kingsley	12
Mayfield	1
Traverse City	166
Total carloads generated by the line	179
Average carloads per week	3.4
Average carloads per mile	7.0
Average carloads per train	2.0
1973 operating information:	
Number of round trips per year	90
Estimated time per round trip (hours)	8
Locomotive horsepower	2,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." Information provided . . . that Kingsley, located 7 miles from Walton Junction, in planning a 40 acre industrial park. Kelloge Wholesale Building Supply Co. estimated 52 carloads in 1973 and projected 52 carloads. Brown Lumber Co. estimated 14 carloads in 1973. Cherry Central Coop. estimated 29 carloads in 1973 (none of these shippers appear on the USRA patron list). Michigan Foundry Supply (scrap metal) estimated 48 carloads in 1973. Executive Manager of Traverse City Chamber of Commerce at hearings in Traverse City stated the Traverse City Iron Works is in the process of building a new facility in the Airport Industrial Park and use 15 cars per month, estimating an increase of 10% in 2 years. He also stated that Traverse City Industrial Fund has purchased 160 acres in the Gawn area to be developed as an industrial park and are in need of rail service. He states a freeway network in northwest Michigan will not be completed until 1980 and the 2-lane highway system now in the area is inadequate to handle any additional traffic.

Information for Line Retention Decision

Revenue received by PC		$66, 539
Average revenue per carload	$372	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	214, 672	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	39, 256	
Cost incurred beyond the branch line	42, 659	
Total Variable (avoidable) cost		296, 587
Net contribution (loss): total		(230, 048)
Average per carload	(1, 285)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 7,000 crossties (an average of 275 crossties per mile).

The reported potential traffic is completely inadequate to offset the loss generated by this line.

Preliminary Recommendation

It is *not* recommended that the Traverse City Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $230,587 or $1,285 per carload. Recovery of costs would require approximately a tenfold increase in traffic or a 340 percent rate increase over the 1973 levels.

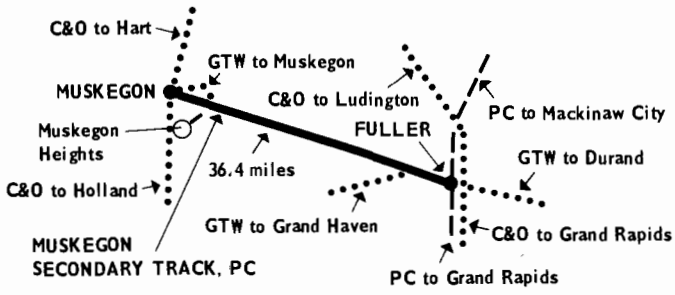
MUSKEGON SECONDARY TRACK

USRA Line No. 472

Penn Central

The Muskegon Secondary Track, formerly part of the Pennsylvania RR, extends from *Fuller* (Milepost 2.8) to *Muskegon, Mich.* (Milepost 39.2), a distance of *36.4 miles*, in Muskegon, Ottawa and Kent Counties, Mich. This line uses Grand Trunk Western Ry. trackage from Fuller to Walker (Milepost 10.0) and Penn Central trackage (over which Grand Trunk Western

Ry. has trackage rights) from Walker to Musgekon. At Kinney, Grand Trunk Western's branch to Grand



Haven diverges. At Muskegon, C&O's lines to Hart and Holland connect as does a Penn Central industrial line to Muskegon Heights, also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 163 and 164).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Grand Rapids[1]	97
Bristol	4
Kinney	129
Conklin	46
Ravenna	11
Muskegon	445
Total carloads generated by the line	732
Average carloads per week	14.1
Average carloads per mile	25.1
Average carloads per train	4.9
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	8.0
Locomotive horsepower	1,750
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Dykistra Elevator Company and the Brunswick Corporation stressed their reliance on rail service and they criticized the present inadequate service. The former firm is served only once a week by the PC and this causes delays in their shipments. Consequently, the firm has decreased its rail use. Dykistra estimates that its rail usage would expand if service was increased. The latter firm continues to use the track even though service over the line is inadequate. Part of the inadequate service is attributable to the poor condition of the track. Still, Brunswick Corporation ships via this line because other shipping alternatives would entail significant cost increases and transit time increases. The firm also voiced opposition to the curtailment of the Grand Trunk Western's car-ferry service between Milwaukee and Muskegon. The Industrial Expansion Commission in Muskegon testified that eleven firms presently using the line are planning to expand necessitating increased rail service.

Information for Line Retention Decision

Revenue received by PC		$244,024
Average revenue per carload	$333	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	265,900	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	126,953	
Total variable (avoidable) cost		392,853
Net contribution (loss): total		(148,829)
Average per carload	(203)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

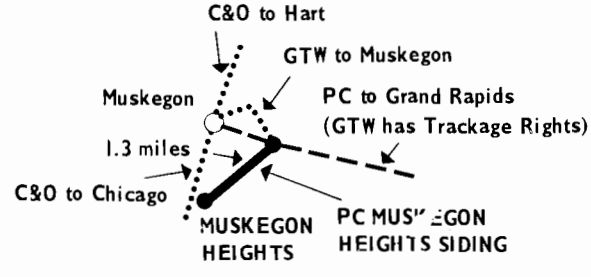
Preliminary Recommendation

It is *not* recommended that the Muskegon Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $148,829 or $203 per carload. Recovery of costs would require approximately a 125 percent increase in traffic or a 60 percent rate increase over the 1973 levels.

MUSKEGON HEIGHTS SIDING

USRA Line No. 472a

Penn Central



The Muskegon Heights Siding, formerly part of the Pennsylvania RR, extends from *Muskegon* (Milepost 0.0 to *Muskegon Heights, Mich.* (Milepost 1.3), a distance of *1.3 miles*, in Muskegon County, Mich. This line is a short spur off the Penn Central's Muskegon

Secondary Track which runs to Grand Rapids. (The Muskegon secondary track is also under study in this Report.) The Muskegon Heights Siding connects with the C&O. This line was not described as potentially excess in the U.S. DOT Report (see Zone 164).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Muskegon Heights	387
Total carloads generated by the line	387
Average carloads per week	7
Average carloads per mile	298
Average carloads per train	3
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	2
Locomotive Horsepower	1,750
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$133,311
Average revenue per carload	$344	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	32,786	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	5,849	
Cost incurred beyond the branch line	85,581	
Total variable (avoidable) cost		124,216
Net contribution (loss): total		9,095
Average per carload	24	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 500 crossties (an average of 385 crossties per mile).

Although this line generates a net contribution, it is served by USRA segment 472 which generated a loss of $148,829. The contribution from this line does not offset the loss on segment 472.

Preliminary Recommendation

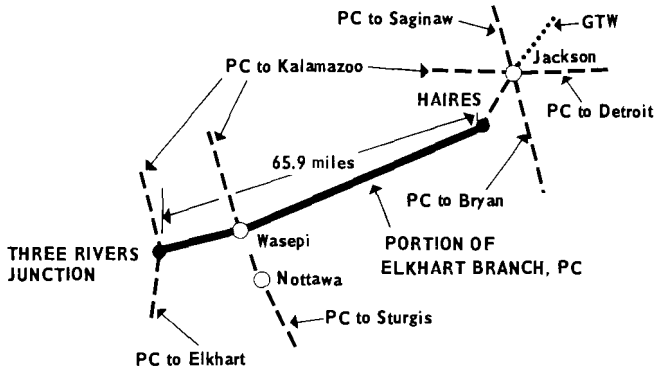
It is *not* recommended that the Muskegon Heights Siding be included in the ConRail System.

PORTION OF ELKHART BRANCH

USRA Line No. 473

Penn Central

This portion of the Elkhart Branch, formerly part of the New York Central RR, extends from *Haires*



(Milepost 4.0) to *Three Rivers Junction* (Milepost 69.9), a distance of *65.9 miles*, in Jackson, Branch, St. Joseph and Calhoun Counties, Mich. A continuation of this line extends northward from Haires to Jackson and southward from Three Rivers Junction to Elkhart. This line connects with the PC Kalamazoo Branch at Three Rivers Junction, also under study in this Report. At Wasepi, this line connects with the GR&I Branch of the Penn Central which is also under study in this report. This line was described as potentially excess in the U.S. DOT Report (see Zones 150 and 152).

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Homer Fertilizer and Feed Company, which has a capital investment of $250,000 is concerned about the increased cost of moving fertilizer by truck. Further, Homer Fertilizer reported that it would have shipped more goods had additional cars been available. Joers Farm Center, also reported that rail cars were unavailable. The Calhoun County Metropolitan Planning Commission is worried about the effects of abandonment, especially in regard to potential unemployment and retardation of community growth. The Commission also noted that Calhoun County has been classified as an economically depressed area by the Economic Development Administration.

Paul Treska, of the United Transportation Union, feels that abandonment of this line is unwarranted since hundreds of thousands of dollars have been spent rehabilitating the track over the last decade.

Information for Line Retention Decision

This line is required for through freight service, therefore local rail service will be provided to all shippers located on the line.

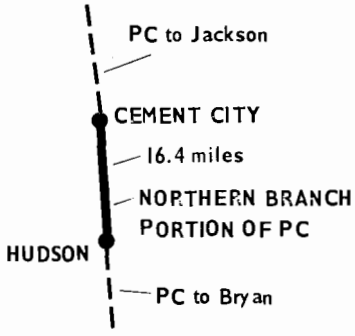
Recommendation

It is recommended that the Elkhart Branch be included in the ConRail System.

PORTION OF NORTHERN BRANCH

USRA Line No. 530a

Penn Central



This portion of the Northern Branch, formerly part of the New York Central RR, extends from *Cement City* (Milepost 13.5) to *Hudson, Mich.* (Milepost 29.9), a distance of *16.4 miles*, in Lenawee County, Mich. This line continues northward to Jackson and southward to Van Wert. Both are also under study in this Report. Penn Central has filed a petition to abandon this line, USRA Docket No. 75–33. This line was described as potentially excess in the U.S. DOT Report (see Zone 150).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Cement City	10
Addison Junction	1
Manitou Beach	2
Rollin	0
Total carloads generated by the line	13
Average carloads per week	0.3
Average carloads per mile	0.8
Average carloads per train	0.5
1973 operating information:	
Number of round trips per year	26
Estimated time per round trip (hours)	1.5
Locomotive horsepower	1,750
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$5,692
Average revenue per carload	$438	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	106,786	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	13,867	
Cost incurred beyond the branch line	3,025	
Total variable (avoidable) cost		123,678
Net contribution (loss): total		(117,986)
Average per carload		(9,076)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,770 crossties (an average of 108 crossties per mile).

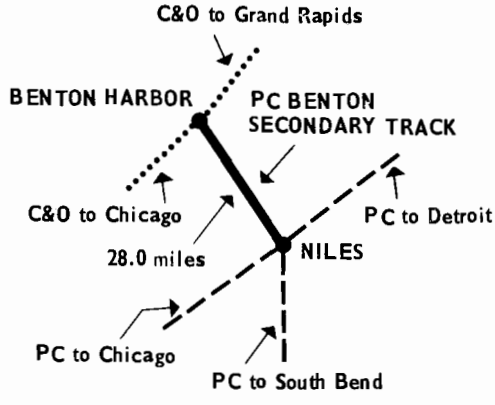
Preliminary Recommendation

It is *not* recommended that this portion of the Northern Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $117,986 to $9,076 per carload. Recovery of costs would require approximately a 44-fold increase in traffic or a 2,070 percent rate increase over the 1973 levels.

BENTON SECONDARY TRACK

USRA Line No. 635

Penn Central



The Benton Secondary Track, formerly part of the New York Central RR, extends from *Benton Harbor*

(Milepost 0.0) to *Niles, Mich.* (Milepost 28.0), a distance of *28.0 miles*, in Berrien County, Mich. This line connects at Niles with Penn Central's South Bend Secondary Track and the Chicago-Detroit line both of which are also under study in this Report. At Benton Harbor, connection is made with the C&O's Chicago Grand Rapids line. This line was not described as potentially excess in the U.S. DOT Report (see Zone 149).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Niles[1]	167
Benton Harbor	225
St. Joseph	904
Sodus	622
Eau Claire	237
Berrien Centre	12
Total carloads generated by the line	2,167
Average carloads per week	41.7
Average carloads per mile	77.4
Average carloads per train	8.7
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	6
Locomotive horsepower	2,000
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Michigan Consolidated Gas reported it will receive 240 carloads of 42 inch steel at St. Joseph this year.

Information for Line Retention Decision

Revenue received by PC		$755,975
Average revenue per carload	$349	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	331,608	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	33,860	
Cost incurred beyond the branch line	356,100	
Total variable (avoidable) cost		721,568
Net contribution (loss): total		34,407
Average per carload	16	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,000 crossties (an average of 71 crossties per mile).

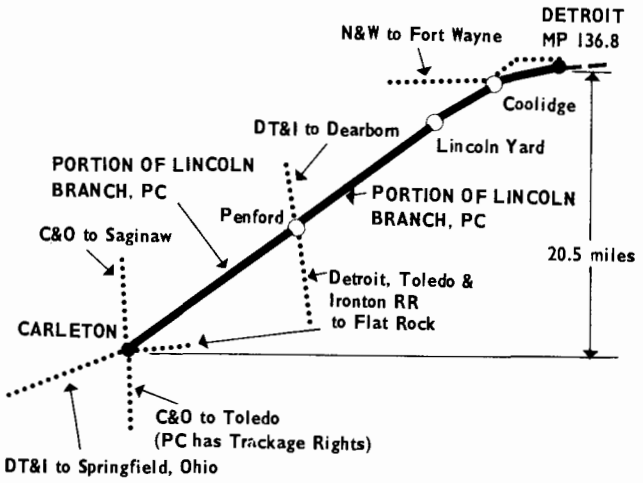
Recommendation

It is recommended that the Benton Secondary Track be included in the ConRail System.

PORTION OF LINCOLN BRANCH

USRA Line No. 636

Penn Central



This portion of the Lincoln Branch, formerly part of the Pennsylvania RR, extends from *Carleton* (Milepost 116.3) to *Detroit, Mich.* (Milepost 136.8), a distance of *20.5 miles*, in Monroe and Wayne Counties, Mich. This line formed part of the old Pennsylvania RR route from Toledo, Ohio to Detroit. South of Carleton, PC (ex-PRR) has trackage rights over the C&O Ry. This trackage rights agreement is also under study in this Report. At Carleton, and Penford (Milepost 129.4) the Detroit, Toledo & Ironton RR crosses and at Coolidge (Milepost 135.6) the N&W connects. This line was not described as potentially excess in the U.S. DOT Report (See Zones 113 and 155).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Ash	1,735
Brownstown	7,018
Carleton	2
Lurmet	112
Allen Park	1
Lincoln Park	711
Melvindale	14,380
Total carloads generated by the line	23,959
Average carloads per week	461
Average carloads per mile	1,168.7
Average carloads per train	79.9
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	10
Locomotive horsepower	1,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$7,631,314
Average revenue per carload	$319	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	1,098,669	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	4,561,847	
Total variable (avoidable) cost		5,660,516
Net contribution (loss): total		1,970,798
Average per carload	82	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

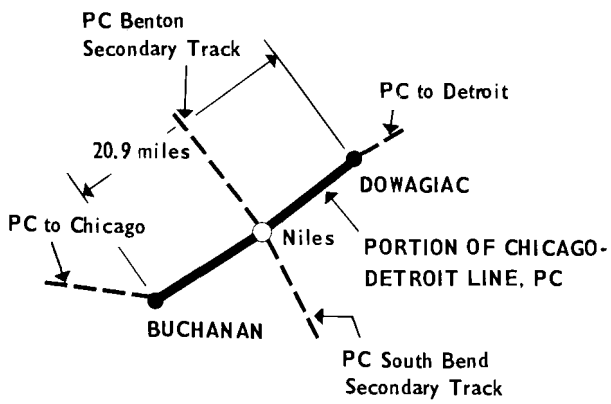
Recommendation

It is recommended that this portion of the Lincoln Branch be included in the ConRail System.

PORTION OF CHICAGO-DETROIT LINE

USRA Line No. 680

Penn Central



This portion of the Chicago-Detroit line, formerly part of the New York Central RR, extends from *Dowagiac* (Milepost 178.6) to *Buchanan, Mich.* (Milepost 199.5), a distance of *20.9 miles*, in Cass and Berrien Counties, Mich. The eastern and western extensions of this line to Kalamazoo and Michigan City respectively, and the PC Benton and South Bend Secondary Tracks which intersect at Niles, are also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see zone 149).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Buchanan[1]	102
Niles[1]	641
Total carloads generated by the line	743
Average carloads per week	14.3
Average carloads per mile	35.6
Average carloads per train	3.1
1973 operation information:	
Number of round trips per year	240
Estimated time per round trip (hours)	4.0
Locomotive horsepower	2,000
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shipping, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$252,649
Average revenue per carload	$340	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	208,952	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	100,887	
Total variable (avoidable) cost		309,839
Net contribution (loss): Total		(57,190)
Average per carload	(77)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

Preliminary Recommendation

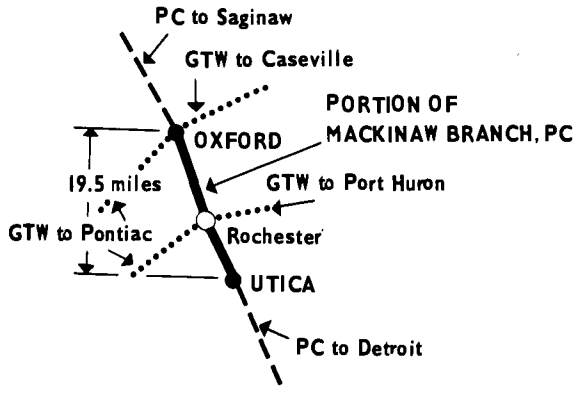
It is *not* recommended that this portion of the Chicago to Detroit line be included in the ConRail System, *except for that traffic at Niles which can be served off line 637*. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual ex-

cess financial burden amounting to $57,190 or $77 per carload. Recovery of costs would require approximately a 38 percent increase in traffic or a 23 percent rate increase over the 1973 levels.

MACKINAW BRANCH

USRA Line No. 688

Penn Central



This portion of the Mackinaw Branch, formerly part of the New York Central RR, extends from *Utica* (Milepost 20.7) to *Oxford, Mich.* (Milepost 43.6), a distance of *22.9 miles*, in Oakland and Macomb Counties, Mich. This line's northern extension to Lapeer Junction and Saginaw is also under study in this Report. Southward from Utica, the line continues into Detroit. It intersects two Grand Trunk Western Lines—the line from Pontiac to Caseville at Oxford and the Pontiac to Port Huron Line at Rochester. This line was not described as potentially excess in the U.S. DOT Report (see Zone 155).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Rochester	46
Lake Orion	19
Oxford	103
Total carloads generated by the line	168
Average carloads per week	3.2
Average carloads per mile	7.3
Average carloads per train	3.4
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	8
Locomotive horsepower	2,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Church Lumber Company generated 44 carloads in 1973 from Oxford and 238 carloads in 1973 from their Utica plant. This company receives 95% of its shipments from British Columbia and elimination of rail service would close their Oxford lumber yard.

Information for Line Retention Decision

Revenue received by PC		$33,019
Average revenue per carload	$197	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	178,314	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	29,091	
Total variable (avoidable) cost		207,405
Net contribution (loss): total		(174,386)
Average per carload	(1,038)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Preliminary Recommendation

It is *not* recommended that this portion of the Mackinaw Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $174,386 or $1,038 per carload. Recovery of costs would require approximately a forty-four-fold increase in traffic or a 527 percent rate increase over the 1973 levels.

PORTION OF THE WHITE PIGEON JUNCTION-HILLSDALE BRANCH

USRA Line No. 692a/693a

Penn Central

(Map not available)

This portion of the Penn Central, formerly part of the New York Central RR, extends from *Hillsdale*

(Milepost 360.6) to *White Pigeon Jct.* (Milepost 419.0), a distance of *58.4 miles*, in St. Joseph, Branch, and Hillsdale Counties, Mich. This line was not described as potentially excess in the U.S. DOT Report (see Zone 150).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Hillsdale	6,087
Jonesville	30
Coldwater	1,985
Batavia	18
Bronson	47
Burr Oak	44
Total carloads generated by the line	8,211
Average carloads per week	157.9
Average carloads per mile	140.6
Average carloads per train	27.4
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	15.0
Locomotive horsepower	1,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicates that Coldwater Public Utilities generated 582 carloads of coal traffic in 1973. The City Manager of Coldwater cited this line as an area for future population growth. The Coldwater Chamber of Commerce reported that the area is the fastest growing industrial area in south central Michigan, with nine firms having bought land during 1973 in a 500 acre industrial park.

Information for Line Retention Decision

Revenue received by PC		$2,026,473
Average revenue per carload	$247	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	814,829	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	1,670,085	
Total variable (avoidable) cost		2,434,914
Net contribution (loss): total		(408,441)
Average per carload	(50)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

Preliminary Recommendation

It is *not* recommended that the White Pigeon Junction to Hillsdale Line be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $408,441 or $50 per carload. Recovery of costs would require approximately a 100 percent increase in traffic or a 20 percent rate increase over the 1973 levels.

D&M TRACKAGE RIGHTS

USRA Line No. 698

Penn Central

(Map not available)

This portion of the Detroit and Mackinac Railway is located in *Cheboygan*, in Cheboygan County, Mich. This line was not described as potentially excess in the U.S. DOT Report (see Zone 165).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Continued ConRail trackage rights over this line are *not* recommended.

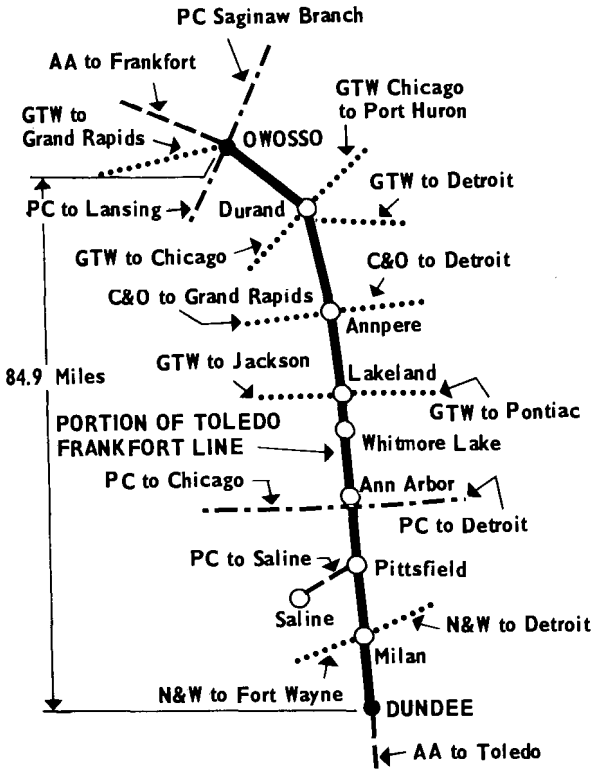
PORTION OF TOLEDO-TO-FRANKFORT LINE

USRA Line No. 1300

Ann Arbor

This portion of the Toledo-Frankfort line extends from *Dundee* (Milepost 22.8), to *Owosso, Mich.* (Milepost 106.0) a distance of *83.2 miles*, in Monroe, Washtenaw, Livingston and Shiawassee Counties, Mich. This study segment connects with the Penn Central's Chi-

cago to Detroit line at Ann Arbor, the Saginaw Branch at Owosso, and the Ida Branch at Federman. The Saginaw Branch and the Ida Branch are also under study



in this report. The Grand Trunk Western crosses at Owosso, Durand and Lakeland; the Norfolk & Western crosses at Milan, and the Chesapeake & Ohio crosses at Howell. The portions of this line north of Whitmore Lake and south of Pittsfield were described as potentially excess in the U.S. DOT Report (see Zones 113, 153 and 160).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Milan	116
Urania	1
Pittsfield	32
Saline	3,806
Ann Arbor	1,363
Whitmore Lake	1,227
Hamburg	2
Annpere	5
Howell	340
Oak Grove	16
Cohoctah	87
Byron	13
Durand	2
Vernon	218
Corunna	112
Totals carloads generated by the line	7,339
Average carloads per week	141.1
Average carloads per mile	88.2
Average carloads per train	28.2

1973 operating information:

Number of round trips per year	260
Estimated time per trip (hours)	12.0
Locomotive horsepower	2,500
Train crew size	3

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Ford Motor Co. at Saline shipped 4,000 carloads of autos in 1973. Lott Elevator indicated a great reliance on rail service.

Information for Line Retention Decision

Revenue received by AA		$921,400
Average revenue per carload	$125	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	1,105,160	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	432,639	
Total variable (avoidable) cost		1,537,799
Net contribution (loss): total		(616,399)
Average per carload	(84)	

This line would require no upgrading to meet requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Preliminary Recommendation

It is *not* recommended that this portion of the Toledo-to-Frankfort Line be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic revenue and cost levels, this line generates an annual excess financial burden amounting to 616,399 or $84 per carload. Recovery of costs would require approximately a 125-per cent increase in traffic or a 65-percent rate increase over the 1973 levels.

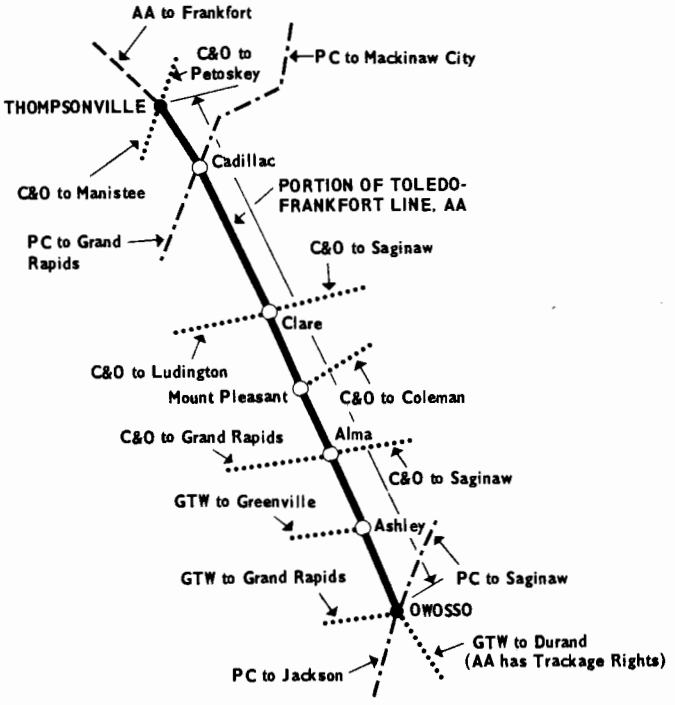
PORTION OF TOLEDO-FRANKFORT LINE

USRA Line No. 1301

Ann Arbor

This portion of the Ann Arbor Railroad extends from *Owosso* (Milepost 106.0) to *Thompsonville, Mich.* (Milepost 270.3), a distance of *164.5 miles*, in Shiawassee, Clinton, Gratiot, Isabella, Clare, Missaukee, Wexford, Manistee, and Benzie Counties, Mich. The

Ann Arbor line continues north to Frankfort and south to Toledo with both extensions also under study in this Report. This line connects with two Penn Central lines,



the Saginaw Branch at Owosso and the GR&I Branch at Cadillac, both of which are also under study. The Grand Trunk Western operates over the Ann Arbor between Owosso and Ashley where it regains its own trackage for movement to/from Greenville. The GTW utilizes its own trackage from Owosso to Durand. Connections are made with the Chesapeake and Ohio at Alma (the Lakeview-to-Saginaw line), Mt. Pleasant (the Branch from Mt. Pleasant to Coleman), Clare (the Saginaw-Ludington line), and Thompsonville (where the Petoskey-Grand Rapids line crosses). This line was described as potentially excess in the U.S. DOT Report (see Zones 160, 161, 162 and 165).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Owosso	1,686
Carland	1
Elsie	16
Ashley	407
North Star	91
Ithaca	387
Alma	201
Shepherd	201
Mt. Pleasant	195
Rosebush	59
Clare	60
Farwell	10
Marion	25
McBain	63
Cadillac	967
Yuma	1,338
Thompsonville	20
Total carloads generated by the line	5,227
Average carloads per week	100.5
Average carloads per mile	31.8
Average carloads per train	26.1
1973 Operating Information:	
Number of round trips per year	200
Estimated time per round trip (hours)	15.5
Locomotive horsepower	2,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicates that Mr. Nash of DT&I said that AA has little or no on-line business between Frankfort and Owosso. A new sand operation at Yuma, Michigan (Sargent Sand Co.) has spent $700,000 developing sand resources. In 1973 Sargent Sand Co. shipped 1,400 cars of foundary sand and expects to reach 10,000 carloads per year and hopes to develop methods of bringing "used" or "spent" sand back to Yuma, meaning another 5,000–10,000 carloads a year. Sargent also is developing sand facilities at Harlan, also on AA.

Cadillac Malleable Iron Co. said lack of rail could boost their costs by $150,000. Mt. Pleasant, Michigan generates 1,000 carloads annually. Cadillac operates about 3,000 carloads.

Information for Line Retention Decision

Revenue received by AA		$1,122,655
Average revenue per carload	$214	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	1,609,938	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	403,938	
Total variable (avoidable) cost		2,013,641
Net contribution (loss) total		(890,986)
Average per carload	(170)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

Preliminary Recommendation

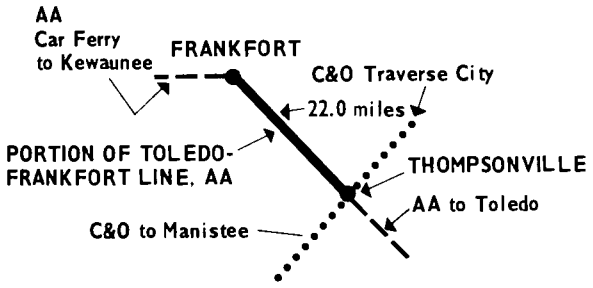
It is *not* recommended that this portion of the Toledo-Frankfort line be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $890,986 or $170 per car-

load. Recovery of costs would require approximately a 125 percent increase in traffic or an 80 percent rate increase over the 1973 levels.

PORTION OF TOLEDO-FRANKFORT LINE AND THE CROSS LAKE FERRY

USRA Line No. 1302/1303

Ann Arbor Railroad



This portion of the Ann Arbor Railroad, extends from *Thompsonville* (Milepost 270.5) to *Frankfort, Mich.* (Milepost 292.3), a distance of *21.3 miles*, in Benzie County, Mich. Connecting with this segment is the Cross Lake Ferry Service between Frankfort, Michigan and Kewaunee, Wisconsin. This line is the western end of the Ann Arbor line from Toledo. The C&O Traverse City to Manistee line crosses at Thompsonville. At Frankfort the AA operates Cross Lake Ferry Service to Kewaunee, Wis. which is also under study in this report. This line was described as potentially excess in the U.S. DOT Report (see Zone 165).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Beulah	27
Elberta	26
Frankfort	137
Kewaunee	19,637
Manitowoc	7,487
Total carloads generated by the line	27,314
Average carloads per week	525.3
Average carloads per train	52.4
1973 operating information:	
Number of round trips per year	521*
Estimated time per round trip (hours)	3.0*
Locomotive horsepower	5,000*
Train crew size	5*

*For rail service only.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that opposition to the abandonment of this segment of line was voiced by the Traverse Bay Area AFL–CIO. Abandonment would retard future growth and development, and would result in employee layoffs. They also stated that an estimated 200 Frankfort residents are employed directly or indirectly by the Ann Arbor. The Benzie County Board of Commissioners noted that the existing unemployment rate in the Frankfort-Elberta is 13.4 percent. Hence, any increase in this could have severe effects on the economy of the area.

Pet, Inc. who shipped 106 carloads in 1972, stated that the area is a particularly poor one for truckers because of the distances involved. They are also concerned about the increased transportation costs inherent in the switch from rail freight to truck freight.

Information for Line Retention Decision

Revenue received by AA		$5,628,818
Average revenue per carload	$206	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	670,530	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost of float operation	2,499,000	
Cost incurred beyond the branch line (rail haul)	3,802,977	
Total variable (avoidable) cost		6,972,502
Net contribution (loss): total		(1,343,689)
Average per carload	(49)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Preliminary Recommendation

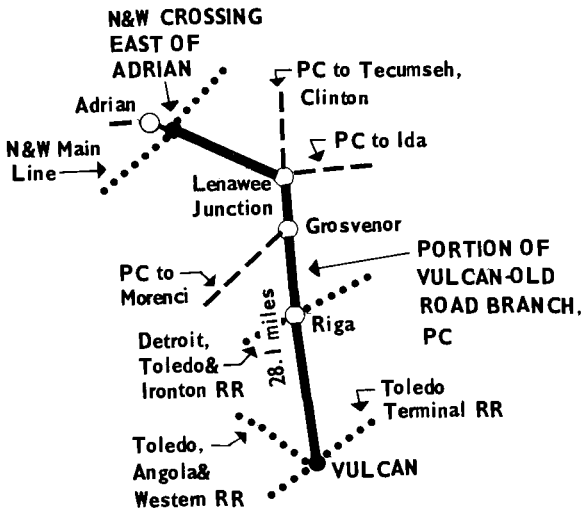
It is *not* recommended that this portion of the Ann Arbor be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $1,343,689 or $49 per carload. It is *not* recommended that the AA Ferry be operated. (See chapter 18 for discussion.)

PORTION OF VULCAN-OLD ROAD BRANCH

USRA Line No. 393

This portion of the Vulcan-Old Road Branch, formerly part of the New York Central RR, extends from *Vulcan, Ohio* (Milepost 300.2), to *N&W Crossing E. of*

Adrian, Mich. (Milepost 328.3), a distance of *28.1 miles*, in Lucas County, Ohio, and Lenawee and Monroe Counties, Mich. This line continues west to Adrian, approximately one-half mile west of the end of this segment,



which portion is also under study in this report. The lines from Clinton and Ida converge at Lenawee Jct. and a third branch runs from Grosvenor to Morenci; all three are also under study in this Report. At Riga the Main Line of the Detroit, Toledo & Ironton RR crosses and at Vulcan, Angola & Western RR. This line was described as potentially excess in the US DOT Report (see Zones 113 and 150).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Sylvania	108
Ottawa Lake	13
Riga	316
Blissfield	378
Palmyra	41
Adrian[1]	79
Toledo[1]	5
Total carloads generated by the line	940
Average carloads per week	18.1
Average carloads per mile	33.5
Average carloads per train	3.1
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	12
Locomotive horsepower	1,500
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the total carloads for this line was 4,060. Bird Seeley of Michigan Elevator Exchange testified that the DOT Report attributed their 3,269 carloads to the Toledo station and that he was reassured that the correction would be made.

Information for Line Retention Decision

Revenue received by PC		$294,886
Average revenue per carload	$314	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	412,146	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	79,329	
Cost incurred beyond the branch line	174,414	
Total variable (avoidable) cost		665,889
Net contribution (loss): total		(371,003)
Average per carload	(395)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 14,050 crossties (an average of 500 crossties per mile). In addition to the traffic reported above, PC performs a switch move for approximately 3,300 cars generated by the Michigan Elevator Exchange. The revenue received by PC for these movements is $25. At this time, USRA has inadequate information to analyze this traffic.

Preliminary Recommendation

Although the preliminary recommendation is that this portion of the Vulcan–Old Road Branch not be included in the ConRail System, the costs and revenues generated by the cars switched for Michigan Elevator Exchange must be analyzed before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $371,003 or $395 per carload. Recovery of costs would require approximately a three-fold increase in traffic or a 125 percent rate increase over the 1973 levels. Costs may also be lowered by reducing frequency, although this alone will not make the line viable.

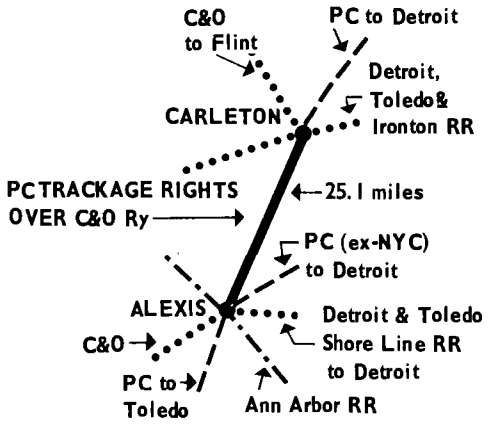
TRACKAGE RIGHTS OVER C&O RAILWAY

USRA Line No. 437

Penn Central

These trackage rights over the Chesapeake and Ohio Ry, extend from *Alexis, Ohio* (Milepost 90.9) to *Carleton, Mich.* (Milepost 116.0), a distance of *25.1*

miles, in Lucas County, Ohio and Monroe County, Mich. This portion of C&O trackage connected the Pennsylvania Railroad's Detroit lines with the Toledo



terminal area. At Alexis, the Ann Arbor, PC and C&O lines run into Toledo, and the Ann Arbor runs north to Ann Arbor and Lake Michigan. Connection is also possible with the PC (former New York Central) and Detroit & Toledo Shoreline routes to Detroit. At Carleton the Detroit, Toledo & Ironton RR Main Line crosses, the C&O continues north to Flint and Bay City and the PC (ex-PRR) line continues into Detroit. This line was not described as potentially excess in the U.S. DOT Report (see Zone 113).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report".

Information for Line Retention Decision

Trackage rights over this line is used to serve USRA segment 636. The recommendation is that segment 636 be included in the ConRail system.

Preliminary Recommendation

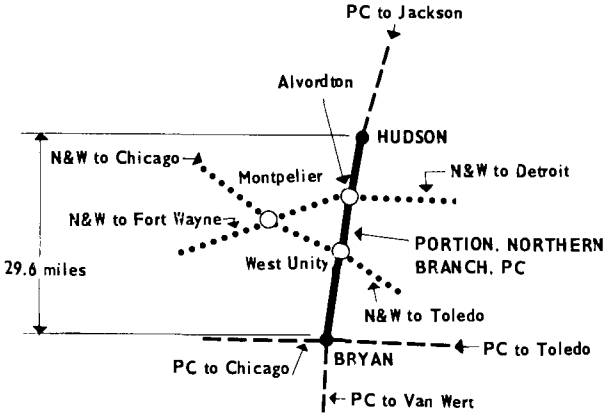
It is recommended that trackage rights over this portion of the C&O be included in the ConRail System.

PORTION OF NORTHERN BRANCH

USRA Line No. 530

Penn Central

This portion of the Northern Branch, formerly part of the New York Central RR, extends from *Hudson, Mich.* (Milepost 29.9), to *Bryan, Ohio* (Milepost 58.7), a distance of *28.8 miles*, in Lenawee and Hillsdale Counties, Mich. and Williams County, Ohio. Continuations of this line are northward from Hudson and southward from Bryan. Both of these continuations are also under study in this Report. Connections with other lines are: the PC Buffalo-to-Chicago line at Bryan, the Norfolk & Western Montpilier-to-Toledo line at West Unity and Fort Wayne to Detroit line at Alvordton. An abandonment application has been submitted to the ICC



by PC, Docket No. AB-5, Sub. 112-113 and also to USRA, Docket No. 75-33. This line was described as potentially excess in the U.S. DOT Report (see Zones 114 and 150).

Traffic and Operating Information

Stations (with their 1973 carloads) served by the line:	
Alvordton	0
West Unity	39
Pulaski	28
Hudson	125
Prattville	9
Waldron	26
Total carloads generated by the line	227
Average carloads per week	4.4
Average carloads per mile	7.9
Average carloads per train	4.5
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	9.5
Locomotive horsepower	1,750
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$90,931
Average revenue per carload	$401	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	218,283	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	29,065	
Cost incurred beyond the branch line	51,411	
Total variable (avoidable) cost		298,759
Net contribution (loss): total		(207,828)
Average per carload	(916)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,924 crossties (an average of 67 crossties per mile).

Preliminary Recommendation

It is *not* recommended that this portion of the Northern Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $207,828 or $916 per carload. Recovery of costs would require approximately a five-fold increase in traffic or a 225 percent rate increase over the 1973 levels.

NEW JERSEY

Intrastate

PC

USRA line number	Terminals
119	Monmouth Junction to Rocky Hill
121	Trenton to Lambertville
121a	Lambertville to Phillipsburg
121b	Phillipsburg to Martins Creek
121c	Martins Creek to Belvidere
123/124/124a	Farmingdale to Jamesburg
125/125a	Monmouth Junction to Jamesburg
126/126a	Hightstown to Jamesburg
127/128	Fort Dix to Shrewsbury
130	Mount Holly to Medford
131	Trenton to Bordentown
703	Princeton Junction to Princeton

CNJ

1100	Jersey Avenue Branch at Jersey City
1101	West Side Avenue Branch at Jersey City
1102	Newark Bay Bridge
1103	Somerville to Royce
1104	Matawan to Morganville
1105	Asbury Park to Bay Head Junction
1106	Toms River to Oyster Creek
1107	High Bridge to Lake Junction
1108	Lakehurst to Bridgeton Junction
1109	Hampton to Phillipsburg
1112	South of Three Bridges to Flemington

RDG

900	Lawrenceville to East Trenton
901	East Trenton to Trenton
902	West Trenton to Trenton

PRSL

1800	Mckee City to Pleasantville
1801	Linwood to Pleasantville
1803	Vineland to Glassboro
1804	Bridgeton to Glassboro
1805	Glassboro to Woodbury
1806	Bellmawr to Glendora
1807	Haddonfield to Lucaston
1808	Ocean City to Palermo

Interstate

New Jersey to New York

PC

117	Greenville to Long Island City (float)
709	Little Ferry, N.J. to Kingston, N.Y.

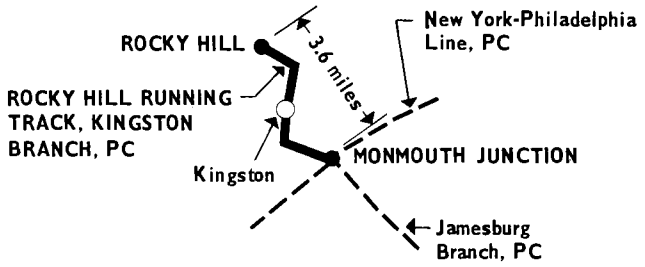
LHR

1701	Belvidere, N.J. to Warwick, N.Y.

ROCKY HILL RUNNING TRACK, KINGSTON BRANCH

USRA Line No. 119

Penn Central



The Rocky Hill Running Track-Kingston Branch, formerly part of the Pennsylvania RR, extends from *Monmouth Junction* (Milepost 2.7) to *Rocky Hill, N.J.* (Milepost 6.3), a distance of *3.6 miles*, in Middlesex and Somerset Counties, N.J. At Monmouth Junction, this line connects with the PC line running from New York to Philadelphia, and also the PC Jamesburg Branch which is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 62).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:		
Kingston		11
Total carloads generated by the line		11
Average carloads per week	0.2	
Average carloads per mile	3.1	
Average carloads per train	0.5	
1973 operating information:		
Number of round trips per year		22
Estimated time per round trip (hours)		2.0
Locomotive horsepower		1,800
Train crew size		4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Congressman E. J. Patten recommended that passenger service be restored at Monmouth Junction Station.

Information for Line Retention Decision

Revenue received by PC		$3,375
Average revenue per carload	$307	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	26,243	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	7,975	
Cost incurred beyond the branch line	1,546	
Total variable (avoidable) cost		35,764
Net contribution (loss): total		(32,389)
Average per carload		(2,944)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,685 crossties (an average of 468 crossties per mile).

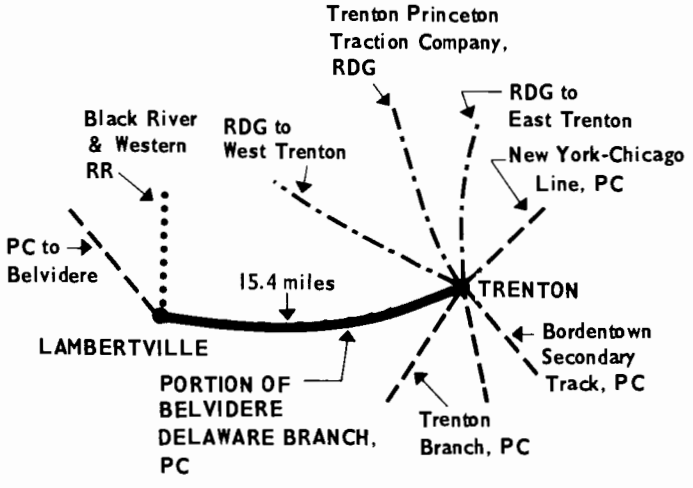
Preliminary Recommendation

It is *not* recommended that the Rocky Hill Running Track, Kingston Branch, be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $32,389 or $2,944 per carload. Recovery of costs would require approximately an 18-fold increase in traffic or a 960 percent rate increase over the 1973 levels.

PORTION OF BELVIDERE DELAWARE BRANCH

USRA Line No. 121

Penn Central



The Belvidere Delaware Secondary Track and a portion of the Belvidere Delaware Branch, formerly part of the Pennsylvania RR, extends from *Trenton* (Milepost 0.0) to *Lambertville, N.J.* (Milepost 15.4), a distance of *15.4 miles*, in Mercer and Hunterdon Counties, New Jersey. This line continues, at Lambertville, north to Belvidere. At Trenton, this line connects with the PC line running from New York to Chicago, and the PC Bordendown Secondary Track. It also connects with the Black River & Western RR at Lambertville. The PC Bordentown Secondary Track, the northerly continuation of the Belvidere Delaware and Branch, are also under study in this Report. This line, except for a short portion near Trenton, was described as potentially excess in the U.S. DOT Report (see Zones 62 and 63).

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report," indicated that freight rail service is vital to industries and communities located on this line. The following reasons were cited for continuance of service: (1) the line's potential as a future link to a New York City bypass; (2) the effects discontinued rail service would have on local tax and property values; (3) the possible restoration of passenger service; (4) the increased transportation costs via other modes; and (5) the large numbers of carloads generated by firms located on this line. Testimony from Congressman Frank Tompson (N.J.) indicated that *if* passenger service between Lambertville and Trenton were instituted, traffic congestion on State Route 29 might be relieved.

Information for Line Retention Decision

This line does not directly serve any shippers. It is used to provide access to the shippers located on USRA segment No. 121a. The preliminary recommendation for segment 121a is that it *not* be included in the ConRail System. Therefore, Segment No. 121 would not be required.

Preliminary Recommendation

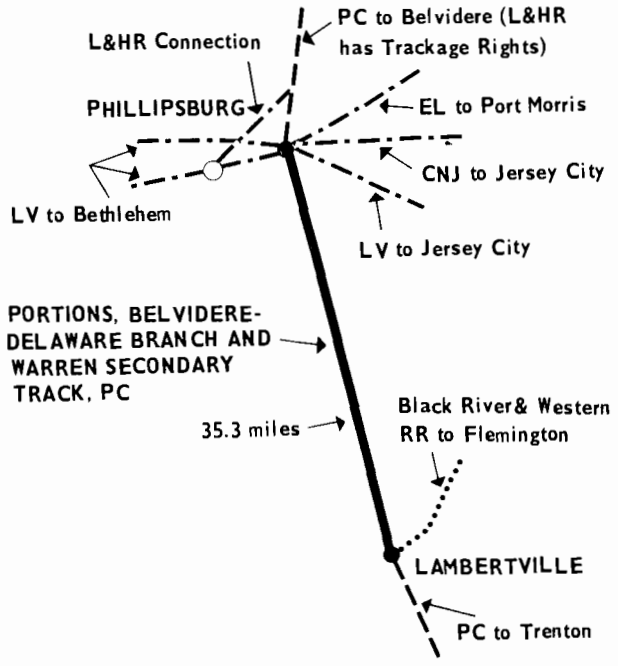
It is *not* recommended that these portions of the Belvidere Delaware Secondary Track and the Belvidere Delaware Branch be included in the ConRail System.

PORTIONS OF BELVIDERE DELAWARE BRANCH AND WARREN SECONDARY TRACK

USRA Line No. 121a

Penn Central

This portion of the Belvidere Delaware Branch and Warren Secondary Track, formerly part of the Penn-



sylvania RR, extends from *Lambertville* (Milepost 15.4) to *Phillipsburg, N.J.* (Milepost 50.7), a distance of *35.3 miles*, in Hunterdon and Warren Counties, New Jersey. At Lambertville the line continues south to Trenton, and at Phillipsburg north to Belvidere. At Lambertville it also connects with the Black River & Western RR. At Phillipsburg the line also connects with the Lehigh Valley. The continuations of this line north and south are also under study in this Report. This line, except for the portion from Milford to Phillipsburg, was described as potentially excess in the U.S. DOT Report (see Zones 62 and 69).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Phillipsburg[1]	16
Riegelsville	382
Holland	1,347
Milford	1,015
Frenchtown	58
Stockton	15
Lambertville	72
Total carloads generated by the line	2,905
Average carloads per week	55.9
Average carloads per mile	82.3
Average carloads per train	29.1
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	9
Locomotive horsepower	1,750
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Northern Propane Gas Company in Lambertville was forced to use supply sources from a distance and received 20 carloads in 1973.

Information for Line Retention Decision

Revenue received by PC		$922,345
Average revenue per carload	$318	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	385,384	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	646,699	
Total variable (avoidable) cost		1,032,083
Net contribution (loss): total		($109,738)
Average per carload	(38)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Preliminary Recommendation

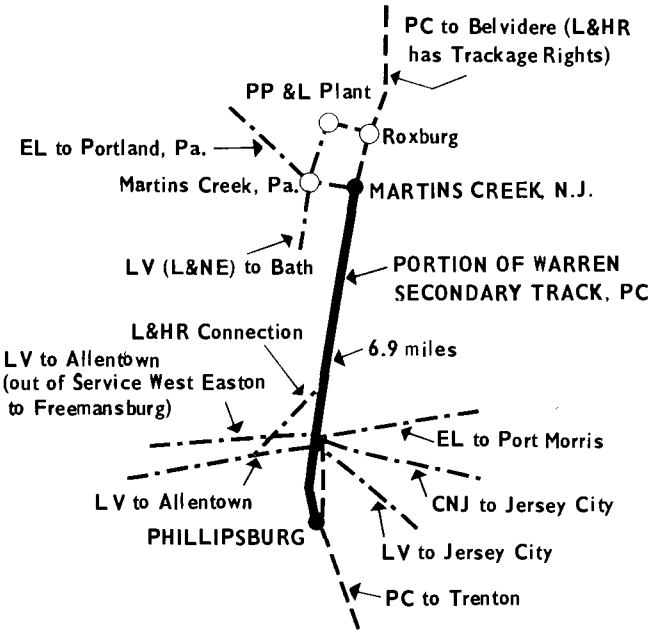
It is *not* recommended that these portions of the Belvidere Delaware Branch and the Warren Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $109,738 or $38 per carload. Recovery of costs would require approximately a 40 percent increase in traffic or a 12 percent rate increase over the 1973 levels.

PORTION OF WARREN SECONDARY TRACK

USRA Line No. 121b

Penn Central

This portion of the Warren Secondary Track, formerly part of the Pennsylvania RR, extends from *Phillipsburg* (Milepost 50.7) to *Martin's Creek, N.J.* (Milepost 57.6), a distance of *6.9 miles*, in Warren County, N.J. At Phillipsburg, this line continues south to Trenton, and at Martin's Creek it continues to Belvidere. Also at Phillipsburg, this line connects with the Lehigh Valley. At Martin's Creek, N.J., there is a spur to Martin's Creek, Pa. where the line connects with the EL. The Lehigh & Hudson River Ry operates over this PC line under a trackage rights agreement. The continuations of this line are also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 69).



Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." USRA staff identified five shippers now being served by this line.

Information for Line Retention Decision

This line is required for through freight service, therefore local rail service will be provided to all shippers located on the line.

Recommendation

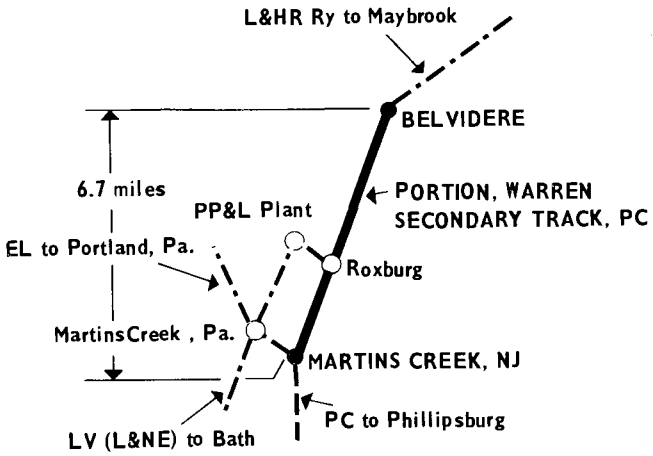
It is recommended that this portion of the Warren Secondary Track be included in the ConRail System.

PORTION OF WARREN SECONDARY TRACK

USRA Line No. 121c

Penn Central

This portion of the Warren Secondary Track, formerly part of the Pennsylvania RR, extends from *Martins Creek* (Milepost 57.6) to *Belvidere, N.J.* (Milepost 64.3), a distance of *6.7 miles*, in Warren County, N.J. At Martins Creek, the line continues south to Trenton, also under study in this Report. At Belvidere, it connects with the Lehigh & Hudson River Ry., (the L&HR also has trackage rights to Phillipsburg), and this line is also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see zone 69).



Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." USRA staff identified three shippers now being served by this line.

Information for Line Retention Decision

This line is required for through freight service, therefore local rail service will be provided to all shippers located on the line.

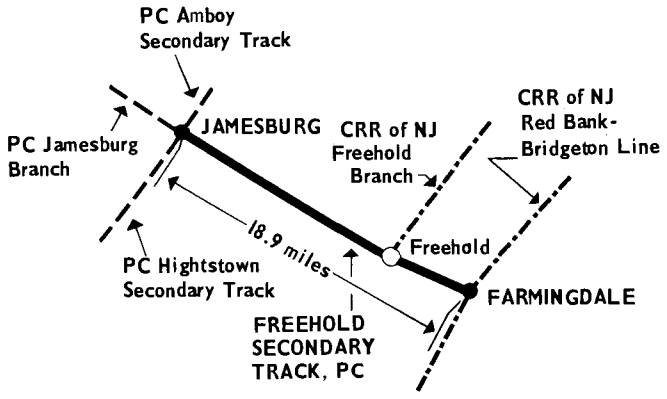
Recommendation

It is recommended that this portion of the Warren Secondary Track be included in the ConRail System.

FREEHOLD SECONDARY TRACK

USRA Line No. 123/124/124a

Penn Central



The Freehold Secondary Track, formerly part of the Pennsylvania RR, extends from *Farmingdale* (Milepost 8.3) to *Jamesburg, N.J.* (Milepost 27.2), a distance of *18.9 miles*, in Middlesex and Monmouth Counties, New Jersey. At Jamesburg this line connects with the

Jamesburg Branch, the Amboy Secondary Track and Hightstown Secondary Track of the PC. It also connects with the Central Railroad of New Jersey Farmingdale. The Jamesburg Branch and the Hightstown Secondary Track of the PC are under study in this Report, as well as the Central Railroad of New Jersey line at Freehold. This line, except for the portion between Tennent and Freehold was described as potentially excess in the U.S. DOT Report (see Zone 62).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Englishtown	141
Tennent	153
Freehold	1,728
Howell	8
Farmingdale	69
Total carloads generated by the line	2,099
Average carloads per week	40.4
Average carloads per mile	111.1
Average carloads per train	7.0
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	5
Locomotive horsepower	1,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that freight service was vital to industries and communities located on the line. A number of comments directed attention towards the increased transportation costs should another mode, i.e., trucking, be needed. There were also a number of comments with respect to passenger service. In particular, the Institute for Public Transportation would like to see a portion of the line become part of a rail passenger line running to the Jersey Shore. There was also concern expressed by the Middlesex Planning Board regarding the Raritan River Drawbridge at Perth Amboy. Should it become inoperable again then the whole County would be without rail service. The Brockway Glass Company (shipped 117; received 701 in 1973) is wholly dependent on this line. According to the Monmouth County Transportation Coord. Comm., this 18 mile section generates and uses 2,986 cars per annum with an estimated increase of 4,000 per annum due to expected new industry.

Information for Line Retention Decision

Revenue received by PC		$970,876
Average revenue per carload		$463
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	345,594	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	44,726	
Cost incurred beyond the branch line	614,826	
Total variable (avoidable) cost		915,694
Net contribution (loss): total		55,182
Average per carload	26	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 8,900 crossties (an average of 471 crossties per mile).

Although the entire line generates a net contribution, that portion from Milepost 8.3 to Milepost 13.9, which serves the shippers at Howell and Farmingdale, generates a loss amounting to $53,734 or $698 per carload generated.

Recommendation

It is recommended that the portion of the Freehold Secondary Track between Milepost 13.9 and Milepost 27.2 be included in the ConRail System.

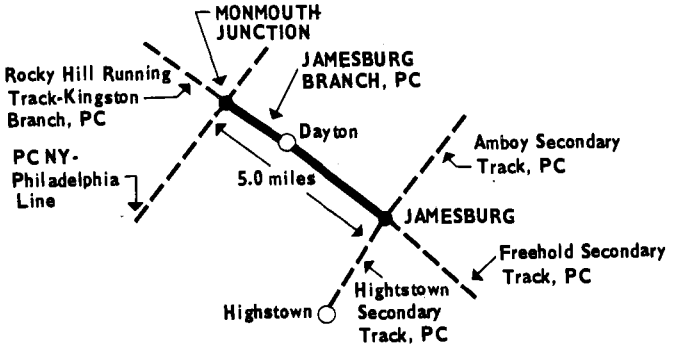
Preliminary Recommendation

It is *not* recommended that the portion of the Freehold Secondary Track between Milepost 8.3 and Milepost 13.9 be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $53,734 or $698 per carload. Recovery of costs would require approximately a five-fold increase in traffic or a 175 percent rate increase over the 1973 levels.

JAMESBURG BRANCH

USRA Line No. 125/125a

Penn Central



The Jamesburg Branch, formerly part of the Pennsylvania RR, extends from *Monmouth Junction* (Milepost 0.0) to *Jamesburg, N.J.* (Milepost 5.0), a distance

of *5 miles*, in Middlesex County, N.J. At Monmouth Junction this line connects with the PC Line running from New York to Philadelphia and the PC Rocky Hill Running Track-Kingston Branch. It also connects with the Amboy Secondary Track, the Freehold Secondary Track and the Hightstown Secondary Track, all PC, at Jamesburg. The Rocky Hill Running Track-Kingston Branch, the Highstown Secondary Track and the Freehold Secondary Track are also under study in this Report. This line except for the portion from Jamesburg to Dayton was described as potentially excess in the U.S. DOT Report (see Zone 62).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
S. Brunswick	135
Dayton	765
Total carloads generated by the line	900
Average carloads per week	17.3
Average carloads per mile	180.0
Average carloads per train	3.0
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip	2.5
Locomotive horsepower	1,800
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report," noted that Internatonal Paper said truck rates would be higher as they include the 6% fuel surcharge.

Information for Line Retention Decision

Revenue received by PC		$409,248
Average revenue per carload	$455	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	91,894	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	6,993	
Cost incurred beyond the branch line	239,525	
Total variable (avoidable) cost		338,412
Net contribution (loss): total		70,836
Average per carload	79	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,000 crossties (an average of 400 crossties per mile).

Penn Central Industrial Development Dept. has informed USRA that a packaging plant is now under construction at S. Brunswick and will generate 200 carloads. Five other plants are also at various stages of planning or construction for a total of 700 carloads per year.

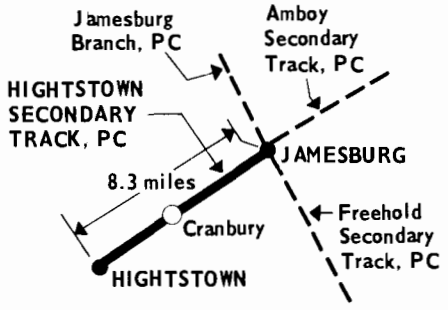
Recommendation

It is recommended that the Jamesburg Branch be included in the ConRail System.

HIGHTSTOWN SECONDARY TRACK

USRA Line No. 126/126a

Penn Central



The Hightstown Secondary Track, formerly part of the Pennsylvania RR, extends from *Jamesburg* (Milepost 13.4) to *Hightstown, N.J.* (Milepost 21.7), a distance of *8.3 miles*, in Middlesex and Mercer Counties, N.J. At Jamesburg, this line connects with the Jamesburg Branch, the Amboy Secondary Track, and the Freehold Secondary Track. All of these connecting lines are part of the PC System. Additionally, the Jamesburg Branch and the Freehold Secondary Track are under study in this Report. This line was not described as potentially excess in the U.S. DOT Report except for the portion between the Middlesex County Line and Hightstown (see Zones 62 and 63).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Prospect Plains	106
Cranbury	2,204
Hightstown	335
Total carloads generated by the line	2,645
Average Carloads Per Week	50.9
Average Carloads Per Mile	318.7
Average Carloads Per Train	10.6
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	3.0
Locomotive horsepower	1,800
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that there was strong disagreement with the conclusions reached in the DOT Report. Reference was made to the carloads generated on this line (1,950 in 1973) as well as the large number of carloads moving overhead on the line. There were also comments directing attention to the increased costs and problems associated with changing from rail to motor carrier service.

Information for Line Retention Decision

Revenue received by PC		$1,026,605
Average revenue per carload	$388	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	153,763	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	17,660	
Cost incurred beyond the branch line	692,194	
Total variable (avoidable) cost		863,617
Net contribution (loss): total		162,988
Average per carload	62	

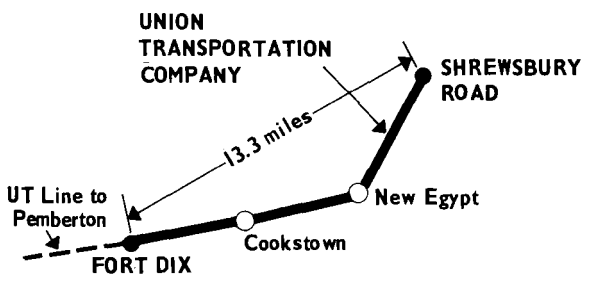
This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 3,200 crossties (an average of 386 crossties per mile).

Recommendation

It is recommended that the Hightstown Secondary Track be included in the ConRail System.

PORTION OF UNION TRANSPORTATION COMPANY

USRA Line No. 127/128



The portion of the Union Transportation Company, extends from *Fort Dix* (Milepost 5.6), to *Shrewsbury, N.J.* (Milepost 18.9), a distance of *13.3 miles*, in Monmouth and Burlington Counties, New Jersey. At Fort Dix this line continues to Pemberton. In January 1972, an application was filed with the ICC for permission to abandon this line (Finance Docket No. AB–38). No final action has been taken on this application. This line was described as potentially excess in the U.S. DOT Report (see Zones 62 and 66).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

This line is leased from the PC and operated by the Union Transportation Company. Therefore, it has not been subjected to detailed analysis. Current operations can be continued by Union Transportation Company.

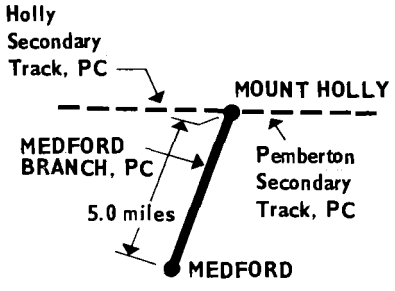
Preliminary Recommendation

It is *not* recommended that this line be included in the ConRail System.

MEDFORD BRANCH

USRA Line No. 130

Penn Central



The Medford Branch, formerly part of the Pennsylvania RR, extends from *Mount Holly* (Milepost 1.3), to *Medford, N.J.* (Milepost 6.3), a distance of *5.0 miles*, in Burlington County, New Jersey. At Mount Holly, the line connects with the PC Holly Secondary Track and the PC Pemberton Secondary Track. This line was described as potentially excess in the U.S. DOT Report of February 1, 1974 (see Zone 66).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Medford	130
Total carloads generated by the line	130
Average carloads per week	2.5
Average carloads per mile	26.0
Average carloads per train	0.9
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	2
Locomotive horsepower	2250
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" centered on the potential impact of the loss of rail service on area employment, business activity and local tax revenues.

Information for Line Retention Decision

Revenue received by PC		$52,848
Average revenue per carload	$407	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	54,515	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	13,766	
Cost incurred beyond the branch line	42,413	
Total variable (avoidable) cost		110,694
Net contribution: Total		(57,846)
Average per carload	(445)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 2,600 crossties (an average of 520 crossties per mile).

Data supplied at the RSPO hearings indicated that the traffic on this line may increase to 450 carloads annually.

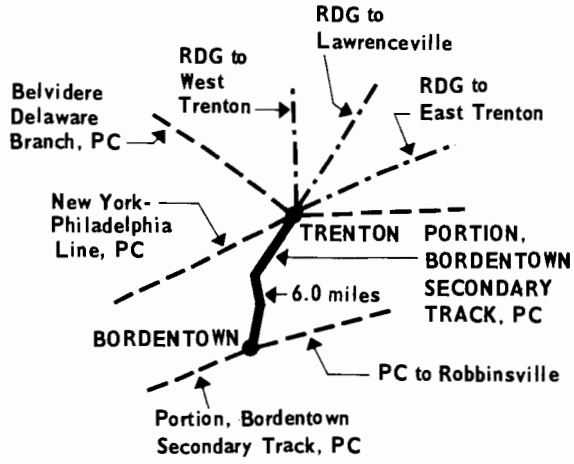
Preliminary Recommendation

Although the preliminary recommendation is that the Medford Branch not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $57,846 or $445 per carload. Recovery of costs would require approximately a five-fold increase in traffic or a 110 per cent rate increase over the 1973 levels. Costs may also be lowered by reducing frequency, although this alone, will not make the line viable.

PORTION OF BORDENTOWN SECONDARY TRACK

USRA Line No. 131

Penn Central



This portion of the Bordentown Secondary Track, formerly part of the Pennsylvania RR, extends from *Trenton* (Milepost 0.0) to *Bordentown, N.J.* (Milepost 6.0), a distance of *6.0 miles*, in Burlington and Mercer Counties, New Jersey. At Trenton this line connects with the PC line from New York to Philadelphia and the PC Belvidere Delaware Branch. At Bordentown, the line continues southwestward. The PC Belvidere Delaware Branch is also under study in this Report. This line, except for the portion between Bordentown and the Mercer County Line, was described as potentially excess in the U.S. DOT Report (see Zones 63 and 66).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Trenton [1]	1,155
Total carloads generated by the line	1,155
Average carloads per week	22.2
Average carloads per mile	288.0
Average carloads per train	3.9
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	8
Locomotive horsepower	1,800
Train crew size	3

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$581,307
Average revenue per carload	$503	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	186,766	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	15,497	
Cost incurred beyond the branch line	324,012	
Total variable (avoidable) cost		526,275
Net contribution (loss): total		55,032
Average per carload	47	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 3,600 crossties (an average of 600 crossties per mile).

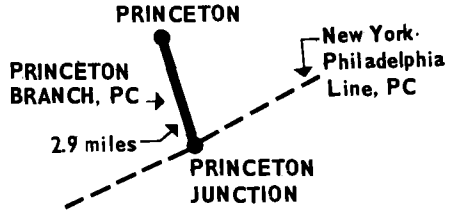
Recommendation

It is recommended that the portion of the Bordentown Secondary Track be included in the ConRail System.

PRINCETON BRANCH

USRA Line No. 703

Penn Central



The Princeton Branch, formerly part of the Pennsylvania RR, extends from *Princeton Junction* (Milepost 0.0) to *Princeton, N.J.* (Milepost 2.9), a distance of *2.9 miles*, in Mercer County, New Jersey. At Princeton Junction the line connects with the PC line between New York and Philadelphia. This line was described as potentially excess in the U.S. DOT Report (see Zone 63).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Princeton[1]	15
Total carloads generated by the line	15
Average carloads per week	0.3
Average carloads per mile	5.1
Average carloads per train	0.5
1973 operating information:	
Number of round trips per year	30
Estimated time per round trip (hours)	4.0
Locomotive horsepower	1,800
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that this line is a vital rail passenger link for New York, Newark, and Philadelphia commuters. There are an estimated 1,000 commuters on this line each day. A letter from the East Windsor Township of Mercer County states that this spur is of vital concern to Mercer County. USRA staff has discussed with the state of New Jersey the possibility of having the state designate property which it believes should be purchased or leased by the state for passenger services as part of the Final Plan. A state inventory of rail passenger facility requirements is being made.

Information for Line Retention Decision

Revenue received by PC		$1,348
Average revenue per carload	$90	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	[1] 7,364	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	3,610	
Total variable (avoidable) cost		10,974
Net contribution (loss): total		(9,626)
Average per carload	(642)	

[1] Excludes maintenance and ownership costs due to the predominant existence of passenger service.

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Preliminary Recommendation

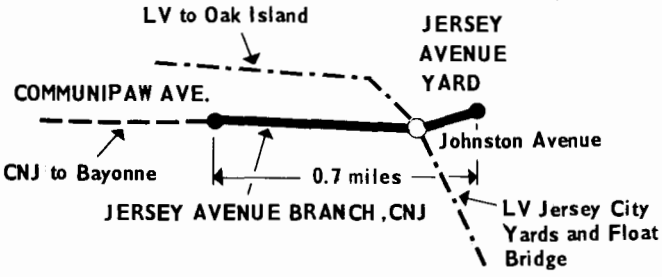
It is *not* recommended that *freight service* be provided on the Princeton branch by the ConRail System.

Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $9,626 or $642 per carload. Recovery of costs would require both an increase in traffic and a rate increase over the 1973 levels.

JERSEY AVENUE BRANCH

USRA Line No. 1100

Central Railroad of New Jersey



The Jersey Avenue Branch, extends from *Communipaw to Jersey Avenue, N.J., 0.7 mile*, in Hudson County, N.J. This line connects at Communipaw Avenue with the CNJ line to Bayonne. It connects at Johnston Avenue with the LV lines to Oak Island and to the Jersey City yards and float bridge. This line was not described as potentially excess in the U.S. DOT Report (see Zone 60).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

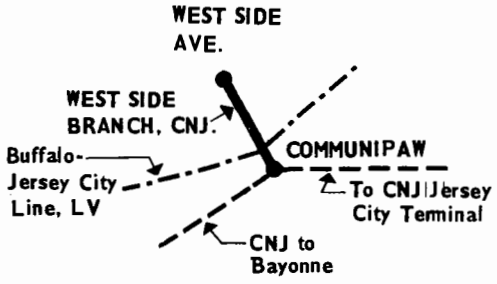
Information for Line Retention Decision

The traffic generated on this line is billed as Jersey City. At this time, specific traffic information cannot be identified and no recommendation can be forwarded.

WEST SIDE BRANCH

USRA Line No. 1101

Central RR of New Jersey



The CNJ *West Side Branch* (and extension) runs from Communipaw to West Side Avenue in Jersey City, a distance of 2.1 miles in Hudson County, New Jersey. At Communipaw, this line connects with the Central Railroad of New Jersey line running from the Jersey City Terminal to Bayonne and beyond. At Communipaw, this line does not connect but it crosses a branch of the Jersey City-Buffalo line of the Lehigh Valley. This line was not described as potentially excess in the U.S. DOT Report (see Zone 60).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office.

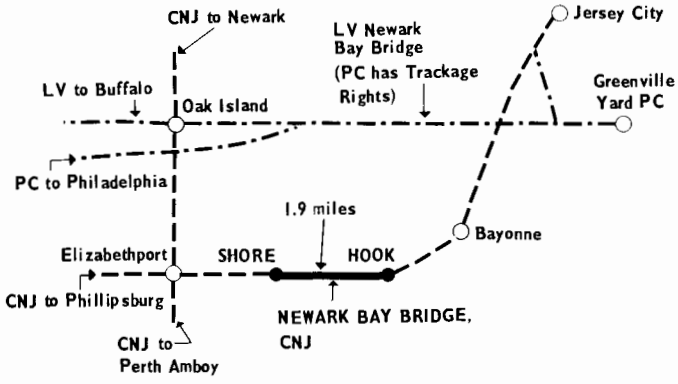
Information for Line Retention Decision

Study of this line was requested by CNJ. Data for this line is merged with all Jersey City data, and therefore study must be postponed until data for this line can be segregated and analyzed. Detailed analysis will be completed as the data becomes available.

NEWARK BAY BRIDGE

USRA Line No. 1102

Central Railroad of New Jersey



The Newark Bay Bridge extends from *Hook* (*Bayonne*) (Milepost 7.0) to *Shore* (*Elizabethport*), *N.J.* (Milepost 8.9), a distance of *1.9 miles*, in Hudson and Union Counties, New Jersey. At Hook and Shore the line continues as the Central Railroad of New Jersey line. This line was described as potentially excess in the U.S. DOT Report (see Zone 60).

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their

reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report," indicated that shippers were concerned only that they somehow not lose freight service in the Bayonne area.

Information for Line Retention Decision

Bayonne shippers will continue to be served by ConRail via the existing Lehigh Valley bridge which is located 3 miles to the North of the CNJ bridge. Subsequent dismantling of the CNJ bridge will remove a serious navigational hazard for ocean shipping moving between Newark Bay and New York Harbor. Elimination of the bridge will, however, sever a lightly patronized subsurban service.

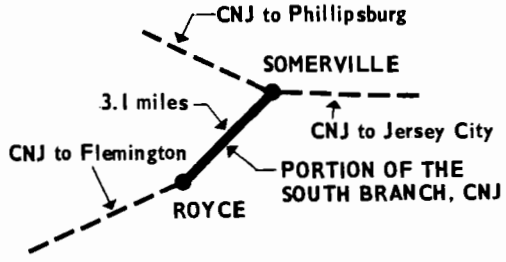
Preliminary Recommendation

It is *not* recommended that the Newark Bay Drawbridge be included in the ConRail System.

PORTION OF THE SOUTH BRANCH

USRA Line No. 1103

Central Railroad of New Jersey



This portion of the South Branch extends from *Somerville* (Milepost 0.0) to *Royce, N.J.* (Milepost 3.1), a distance of *3.1 miles*, in Somerset County, New Jersey. A continuation of this line extends westward from Royce, which sector is also under study in this Report. At Somerville, this line connects with the Central RR of New Jersey's Jersey City-to-Phillipsburg Line. This line was not described as potentially excess in the U.S. DOT Report (see Zone 62).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Royce	101
Total carloads generated by the line	101
Average carloads per week	1.9
Average carloads per mile	32.6
Average carloads per train	1.9
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,600
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by CNJ		$11,721
Average revenue per carload	$116	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	32,351	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	4,262	
Cost incurred beyond the branch line	7,238	
Total variable (avoidable) cost		43,851
Net contribution (loss): total		(32,130)
Average per carload	(318)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 720 crossties (an average of 232 crossties per mile).

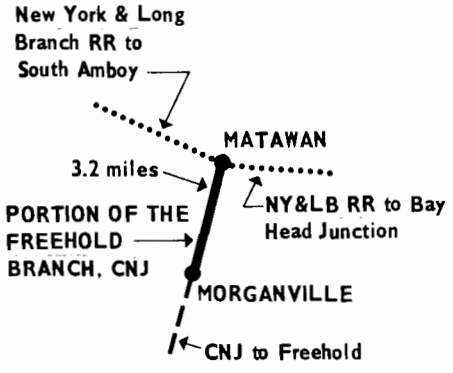
Preliminary Recommendation

It is *not* recommended that this portion of the South Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $32,130 or $318 per carload. Recovery of costs would require approximately a sevenfold increase in traffic or a 275 percent rate increase over the 1973 levels.

PORTION OF THE FREEHOLD BRANCH

USRA Line No. 1104

Central RR of New Jersey



This portion of the Freehold Branch, extends from *Morganville* (Milepost 8.9), to *Matawan, N.J.* (Mile-

post 12.1), a distance of *3.2 miles*, in Monmouth County, New Jersey. At Matawan, this line connects with the New York & Long Branch RR. This line was not described as potentially excess in the U.S. DOT Report (see Zone 62).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Freneau	12
Morganville	67
Bradevelt	1
Marlboro	2
Total carloads generated by the line	82
Average carloads per week	1.6
Average carloads per mile	25.6
Average carloads per train	1.6
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,600
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Brockway Glass Co., Reed, Perrine, Inc., and the Rex Lumber Co. all believed it would be wiser, from a cost standpoint, to upgrade the Penn Central track between Freehold and Jamesburg rather than rebuild the closed CNJ line between Freehold and Matawan. Richard J. Button, representing the Brockway Glass Co., after making a personal inspection, felt that the entire 12 miles of track between Matawan and Freehold would have to be rebuilt before it could meet Federal Railroad Administration safety standards. The connection between the Penn Central and the CNJ at Freehold would also have to be rebuilt. Furthermore, it would be necessary to make extensive repairs to a local railroad bridge located on the Matawan spur. R. D. Timpany, CNJ Trustee, estimates rehabilitation costs to be $200,000. It is their combined belief that if the Penn Central line between Freehold and Jamesburg were retained and brought up to track safety standards, rail tonnage would increase.

Information for Line Retention Decision

Revenue received by CNJ		$13,593
Average revenue per carload	$166	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	30,112	
Cost of upgrading branch line to FRA class I: (1/10 of total upgrading cost)	7,687	
Cost incurred beyond the branch line	5,461	
Total variable (avoidable) cost		43,260
Net contribution (loss): total		(29,667)
Average per carload		(362)

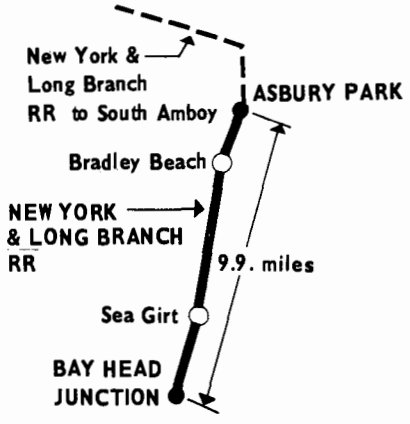
This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 780 crossties (an average of 244 crossties per mile).

Preliminary Recommendation

It is *not* recommended that this portion of the Freehold Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $29,667 or $362 per carload. Recovery of costs would require approximately a 360 percent increase in traffic or a 220 percent rate increase over the 1973 levels.

NEW YORK & LONG BRANCH RR

USRA Line No. 1105



This portion of the New York & Long Branch RR extends from *Asbury Park* (Milepost 28.1) to *Bay Head Junction, N.J.* (Milepost 38.0), a distance of *9.9 miles*, in Monmouth and Ocean Counties, N.J. At Asbury Park, this line continues to South Amboy. This line, except for a 0.9 mile portion from Bradley Beach (Milepost 29.0) to Asbury Park, was described as potentially excess in the U.S. DOT Report (see Zone 62) of February 1, 1974.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Belmar	8
Spring Lake	19
Point Pleasant	255
Total carloads generated by the line	282

Average carloads per week	5.4
Average carloads per mile	28.5
Average carloads per train	2.7
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	8.0
Locomotive horsepower	1,600
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the line does not generate a large volume of freight, but it is considered to be a vitally important commuter route. In 1973, New Jersey spent $390,000 on repairs to the line, and in 1974, the state expects to spend an additional $560,000. R. D. Timpany, Trustee, Central Railroad of New Jersey, stated that the New Jersey DOT had allocated approximately $2.6 million for the restoration of the line during the period 1971 to 1974.

Richard B. Wachenfield, of the New York & Long Branch, noted that 27,000 passengers ride over the line daily. According to Mr. Wachenfield, a study has been completed which involves a proposal to terminate service on this line at Sea Girt instead of Bay Head Junction. The study estimated that it will cost approximately $500,000 to repair the Manasquan Bridge or $5 million to build a new one. Questions have been raised as to whether this investment would be justified because of the small number of passengers that use the line south of Sea Girt.

Information for Line Retention Decision

Revenue received by CNJ		$77,893
Average revenue per carload	$276	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line (excludes maintenance)	74,930	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	29,076	
Total variable (avoidable) cost		104,006
Net contribution (loss): total		(26,113)
Average per carload	(93)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.).

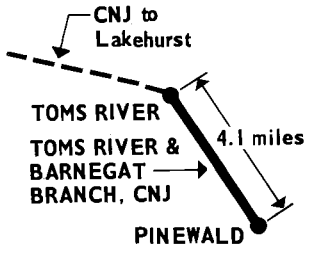
Preliminary Recommendation

It is *not* recommended that *freight service* be provided over this portion of the New York & Long Branch RR by the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $26,113 or $93 per carload. Recovery of costs would require approximately a 153 percent increase in traffic or a 34 percent rate increase over the 1973 levels.

PORTION OF TOMS RIVER BARNEGAT BRANCH

USRA Line No. 1106

Central Railroad of New Jersey



This portion of the Toms River & Barnegat Branch extends from *Toms River* (Milepost 7.4) to *Oyster Creek, N.J.* (Milepost 11.5), a distance of *4.1 miles*, in Ocean County, N.J. At Toms River, this line continues to Lakehurst. This line except for a short portion just southeast of Toms River was described as potentially excess in the U.S. DOT Report (see Zone 62).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Pinewald	52
Waretown	4
Total carloads generated by the line	56
Average carloads per week	1.1
Average carloads per mile	6.5
Average carloads per train	1.1
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	4.0
Locomotive horsepower	1,600
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the portion of the line between Pinewald and Oyster Creek is presently operated by the CNJ under contract with the Jersey Central Power & Light Co.

Information for Line Retention Decision

Revenue received by CNJ		$9,221
Average revenue per carload	$165	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	87,945	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	

Cost incurred beyond the branch line	5,489
Total variable (avoidable) cost	93,434
Net contribution (loss): total	(84,213)
Average per carload	(1,504)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safety operating speed of 10 m.p.h.). Jersey Central Power & Light Co. stated that in the next five years, it expects 4,000 inbound carloads at its Oyster Creek plant. In addition, the plant is expected to generate 15 outbound carloads per year.

Further testimony by the New Jersey City Transportation Council indicated that plans have been formulated for the construction of a nuclear generating power station at Forked River. Reportedly 800 carloads per year will be used over this line until 1979. Construction employment will be approximately 3,000.

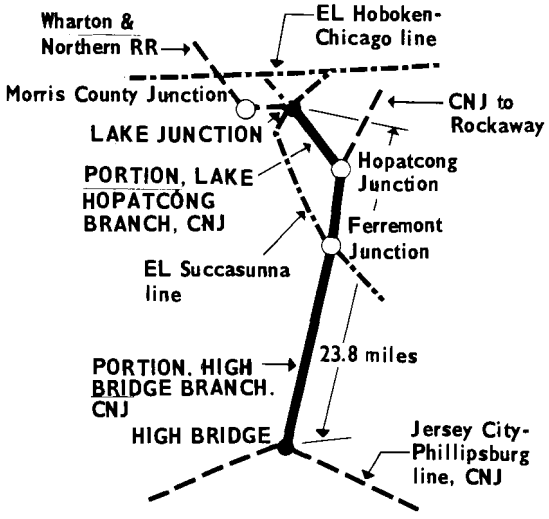
Preliminary Recommendation

Although the preliminary recommendation is that this portion of the Toms River & Barnegat Branch not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $84,213 or $1,504 per carload. Recovery of costs would require approximately a twenty-threefold increase in traffic or a 900 percent rate increase over the 1973 levels.

PORTIONS OF HIGH BRIDGE BRANCH

USRA Line No. 1107

Central Railroad of New Jersey



These portions of the High Bridge and the Lake Hopatcong Branch, extend from *High Bridge* (Milepost 0.0), to *Lake Junction, N.J.* (Milepost 23.9), a distance of 23.9 miles, in Hunterdon and Morris Counties, N.J. At High Bridge, this line connects with the Central Railroad of New Jersey line running from Phillipsburg to Elizabethport. It connects with the Erie Lackawanna line running from Hoboken to Chicago, the Lake Hopatcong Branch of the CNJ, and the Wharton & Northern Railroad at Lake Junction. The Lake Hopatcong Branch of the CNJ continues north at Lake Junction to Morris County Junction. The High Bridge Branch of the CNJ continues north at Hopatcong Junction to Rockaway. This line except for a short distance north of Hopatcong Junction was described as potentially excess in the U.S. DOT Report (see Zones 60 and 62).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
High Bridge	28
Califon	9
Long Valley	1
Flanders	72
Kenvil	67
Total carloads generated by the line	177
Average carloads per week	3.4
Average carloads per mile	7.4
Average carloads per train	3.4
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	5.0
Locomotive horsepower	4,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicates that this line is used as a through route carrying glass sand from Southern New Jersey and is an important interchange between the Erie-Lackawanna and the CNJ Phillipsburg to New York line. Sears Roebuck announced plans to begin construction in 1974 of a major distribution center at Bartley (mp 16). The firm projects it will generate between 3,750 and 4,250 carloads per year. RSPO indicates this same area is under development by the Mt. Olive Industrial Development Commission.

Information for Line Retention Decision

Revenue received by CNJ		$33,586
Average revenue per carload	$190	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	190,984	

Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	21,818	
Cost incurred beyond the branch line	11,923	
Total variable (avoidable) cost		224,725
Net contribution (loss) : total		(191,139)
Average per carload		(1,080)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I Track, which has a maximum operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 1,500 crossties (an average of 63 crossties per mile).

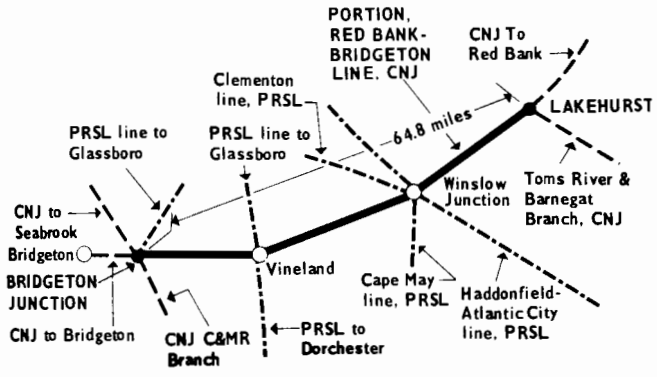
Preliminary Recommendation

Although the preliminary recommendation is that these portions of the High Bridge Branch and the Lake Hopatcong Branch not be included in the ConRail System, the possibility of immediately increasing revenue at Bartley must be explored before a final recommendation can be made. Further, the final industry structure plan (see Chapter 3) may require continuance of this route for through traffic (EL overhead to the present CNJ). Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $191,139 or $1,080 per carload. Recovery of costs would require approximately a ninefold increase in traffic or a 570 percent rate increase over the 1973 levels.

PORTION OF SOUTHERN MAIN LINE

USRA Line No. 1108

Central Railroad of New Jersey



This portion of the Southern Division extends from *Lakehurst* (Milepost 66.0) to *Bridgeton Junction, N.J.* (Milepost 130.8), a distance of *64.8 miles*, in Ocean Burlington, Camden, Gloucester, Atlantic, and Cumberland Counties, New Jersey. This line continues north form Lakehurst to Red Bank and south from Bridgeton Junction to Bridgeton. At Lakehurst it connects also with the Toms River & Barnegat Branch of the CNJ. At Bridgeton Junction it also intersects the PRSL Bridgeton Branch to Glassboro, the CNJ Deerfield Branch to Seabrook and the CNJ C. & M.R. Branch to Mauricetown. Vineland (Milepost 120.1) is also served by PRSL lines to Glassboro and Dorchester. The PRSL lines to Glassboro from Bridgeton Junction and Vineland are also under study in this report. At Winslow Junction (Milepost 104.2), the line intersects PRSL lines to Haddonfield, Camden (via Clementon), Atlantic City and Cape May. This line was described as potentially excess in the U.S. DOT Report (see Zones 62, 64, 65, 66, and 84).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Lakehurst	81
Chatsworth	3,684
Winslow	397
Cedar Lake	185
Landisville	295
Vineland	2,226
Norma	116
Rosenhayn	32
Total carloads generated by the line	7,016
Average carloads per week	134.9
Average carloads per mile	108.3
Average carloads per train	20.0
1973 operating information:	
Number of round trips per year	350
Estimated time per round trip (hours)	8.0
Locomotive horsepower	2,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled, "The Public Response to the Secretary of Transportation's Rail Service Report," indicates that line carries large quantities of sand. A feeder line originated more than 15,000 carloads of sand in '73, 43% of which continued over Bridgeton to Lakehurst line. RSPO report said forecasts indicate that traffic south of Bridgeton will increase to 19,000 carloads in 1974 and 21,000 in 1975. Howard T. Rosen, counsel for CNJ Lifeline Committee said 35,000 carloads of sand are now generated on line, 15,000 of which originate on feeder line at Newport. He says 50,000 carloads could be generated if tracks were repaired and rail efficiency improved. RSPO report said in 1973, 5,400 carloads of sand were moved on line from Winslow Junction (Zone 66) to NYC. According to Monmouth County,

N.J. Transportation Coordinating Committee, this is the only north-south rail line in eastern and southern part of the State. "Withdrawal of service would leave many firms stranded." Mr. Rosen said area roads could not handle the 500 trucks per day that would be needed to handle the traffic if rail service was discontinued. Public Service Electric and Gas Company said line was needed for southbound movement of traprock to its offshore generating plant. Owens Illinois said there is no physical connection between Pa.-Reading Seashore line serving Vineland and CNJ as indicated in DOT map of Zone 65. Betz Laboratories in Chatsworth said if it lost rail service and no alternative service were provided, it would shut down. Reade Mfg. Co. in Lakehurst ships magnesium powder that U.S. Dept. of Defense uses for ammunition. Table 50 in RSPO report says Hollander Sand Co. projects an increase to 10,000–12,000 carloads over the 4,000 carloads it shipped since it began operations in the last 6 months of 1973. Scott Paper Co. projects an increase to 1,900 carloads, up from its 950 carloads in 1973. Alan Sagner of NJDOT said USDOT was not attributing enough carloads to Chatsworth and Whitings. NJDOT figures indicated 4,500 carloads from these stations in 1973.

Information for Line Retention Decision

Revenue received by CNV		$1,052,533
Average revenue per carload	$150	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	519,752	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	74,816	
Cost incurred beyond the branch line	508,212	
Total variable (avoidable) cost		1,102,780
Net contribution (loss): total		(50,247)
Average per carload		(7)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 6,400 crossties (an average of 99 crossties per mile).

Although service to this line generates a loss, a 9 percent increase in traffic or a 5 percent increase above the 1973 levels would enable financial self-sufficiency. No reasonable routing alternative exists.

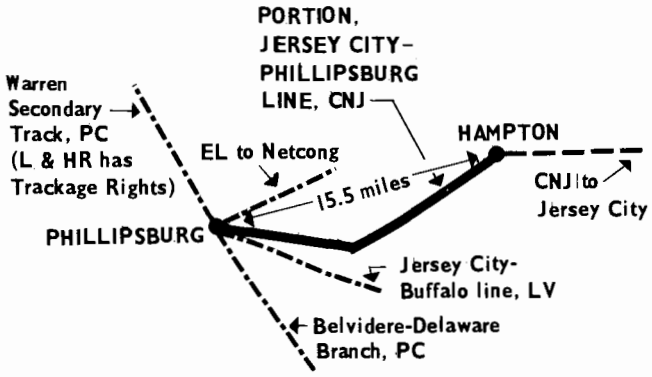
Recommendation

It is recommended that this portion of the Southern Line be included in the ConRail System.

PORTION OF THE PHILLIPSBURG LINE

USRA Line No. 1109

Central R.R. of New Jersey



This portion of the Jersey City-Phillipsburg Line extends from *Hampton* (Milepost 56.6), to *Phillipsburg, N.J.* (Milepost 72.1), a distance of *15.5 miles*, in Hunterdon and Warren Counties, New Jersey. At Hampton, the line continues east to Elizabethport. At Phillipsburg, the line connects with the Lehigh Valley RR Line between Jersey City and Buffalo. Limited suburban passenger service was recently inaugurated on this portion of the line. This line was not described as potentially excess in the U.S. DOT Report (see Zones 62 and 69).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Hampton	38
Ludlow	150
Bloomsbury	41
Phillipsburg	194
Total carloads generated by the line	423
Average carloads per week	8.1
Average carloads per mile	27.3
Average carloads per train	4.1
1973 Operating Information:	
Number of round trips per year	104
Estimated time per round trip (hours)	6.0
Locomotive horsepower	1,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No information was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by CNJ	$69,065
Average revenue per carload	$163

Variable (avoidable) cost of continued Service:	
Cost incurred on the branch line	[1] 77, 822
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line	27, 912
Total variable (avoidable) cost	105, 734
Net contribution (loss): total	(36, 669)
Average per carload	(87)

[1] Excludes maintenance due to the use of the line for passenger service.

USRA staff has requested that the State of N.J. prepare a detailed inventory of their rail passenger facility needs. The State may wish to designate certain property which it believes should be purchased or leased by the State for passenger services as part of the Final Plan.

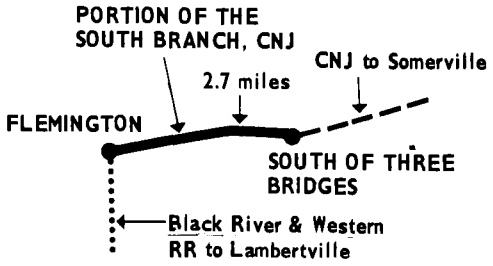
Preliminary Recommendation

It is *not* recommended that freight service provided over this portion of the Jersey City to Phillipsburg line be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $36,669 or $87 per carload. Recovery of costs would require approximately a 90 percent increase in traffic or a 50 percent rate increase over the 1973 levels. The ultimate disposition of this smaller bankrupt carrier (see Chapter 3) may improve carrier revenue as the acquiring road can "long haul" the traffic. The present carloads per mile, however, indicate that the line would not likely be viable under this circumstance.

PORTION OF SOUTH BRANCH

USRA Line No. 1112

Central Railroad of New Jersey



This portion of the South Branch, extends from *South of Three Bridges* (Milepost 13.0) to *Flemington, N.J.* (Milepost 15.7), a distance of *2.7 miles*, in Hunterdon County, N.J. A continuation of this line extends eastward, from South of Three Bridges, to Somerville, which sector is also under study in this Report. At Flemington, this line connects with the Black River & Western RR to Lambertville. This line was not described as potentially excess in the U.S. DOT Report (see Zone 62).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Flemington	659
Total carloads generated by the line	659
Average carloads per week	12. 7
Average carloads per mile	244. 1
Average carloads per train	4. 2
1973 operating information:	
Number of round trips per year	156
Estimated time per round trip (hours)	4. 0
Locomotive horsepower	1, 000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" by Grant Arnold, General Manager of Ethyl Corporation indicates that if all the lines shown as potentially excess in the DOT Report are abandoned then Flemington will be without rail service. The community handles 1,718 carloads annually.

Information for Line Retention Decision

Revenue received by CNJ		$186, 414
Average revenue per carload	$283	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	58, 788	
Cost of upgrading branch line to FRA class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	76, 589	
Total variable (avoidable) cost		135, 377
Net contribution (loss): total		51, 037
Average per carload	77	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). This line requires a connection with the Lehigh Valley near Three Bridges in order to continue in operation.

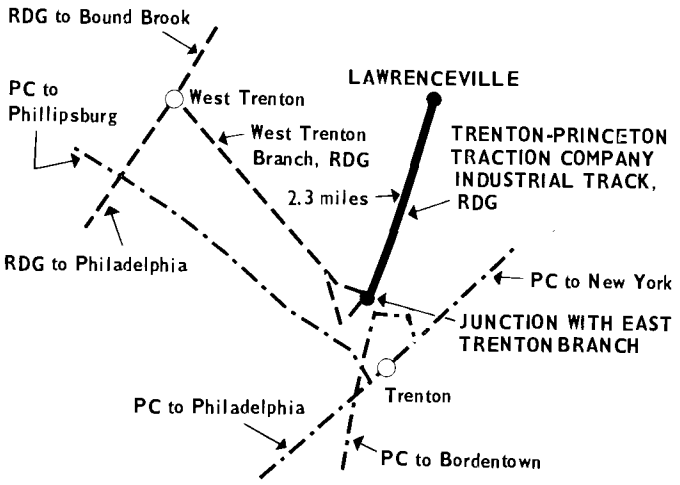
Recommendation

It is recommended that this portion of the South Branch be included in the ConRail System.

TRENTON-PRINCETON TRACTION COMPANY INDUSTRIAL TRACK

USRA Line No. 900

Reading



The Trenton-Princeton Traction Co. Industrial Track, extends from the *East Trenton Branch* (Milepost 1.1) to *Lawrenceville, N.J.* (Milepost 3.4), a distance of *2.3 miles*, in Mercer County, N.J. At Trenton this line connects with PC industrial tracks and the Reading lines to East Trenton and West Trenton. All of these Reading lines are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 63).

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that this line serves ten firms which generated 1,070 carloads in 1973. It also stated that loss of the line would cause unemployment for 234 people. Certified Steel Co. said it expects to generate 325 to 400 carloads in the near future. Mr. Thomas N. Loser of Wycough & Loser said he did not think his company could remain at its present location if rail service was discontinued. Other arguments against abandonment cited possible unemployment, "inability of area roads to handle additional truck traffic," and needed rail service for the $10 million Ewing Industrial Park.

Additionally, USRA received information from the Reading Company that the Ewing Industrial Park is an expanding facility and that future rentals in the Park would be very difficult if rail service was discontinued. One firm recently spent $30,000 to build a siding after receiving a railroad guarantee that service would continue.

Information for Line Retention Decision

The specific characteristics of the traffic generated on this line cannot be identified. However, the volume is substantial.

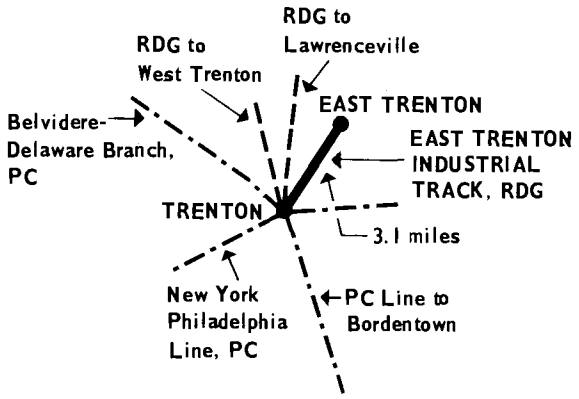
Recommendation

It is recommended that the Trenton-Princeton Traction Co. Industrial Track be included in the ConRail System.

EAST TRENTON INDUSTRIAL TRACK

USRA Line No. 901

Reading



The East Trenton Industrial Track extends from *East Trenton* (Milepost 35.6) to *Trenton, N.J.* (Milepost 38.7), a distance of *3.1 miles*, in Mercer County, N.J. At Trenton, this line connects with the Reading line to West Trenton. This line is also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 63).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Ajax Park	2
Trenton	3,018
Total carloads generated by the line	3,020
Average carloads per week	58.1
Average carloads per mile	974.2
Average carloads per train	9.7
1973 operating information:	
Number of round trips per year	312
Estimated time per round trip (hours)	3.0
Locomotive horsepower	1,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that witnesses urged three firms, employing 574 people, gen-

erated 785 carloads in 1973. The Gas Construction Co., Inc., received 1,108 tons of freight in 1972, and 1,443 tons of freight in 1973. Mayor Arthur J. Hollared of Trenton said 17 Trenton firms would be hurt by the loss of rail service. Seven of these firms said they would have to stop operating at their present locations. "Abandonment would cause the potential unemployment of 1,800 persons and an estimated tax revenue loss of $300,000."

Information for Line Retention Decision

Revenue received by RDG		$462,887
Average revenue per carload	$153	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	121,732	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	304,770	
Total variable (avoidable) cost		426,502
Net contribution (loss): total		36,385
Average per carload	12	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

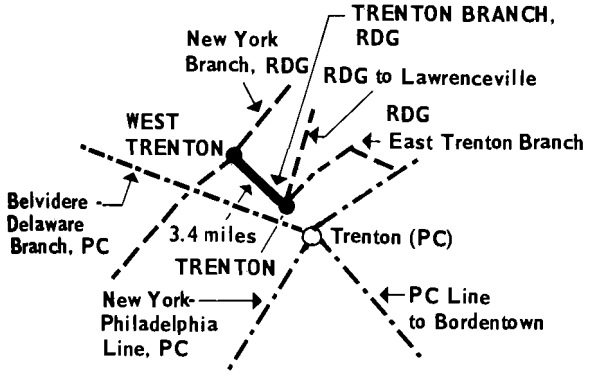
Recommendation

It is recommended that the East Trenton Industrial Track be included in the ConRail System.

TRENTON BRANCH

USRA Line No. 902

Reading Railroad



The Trenton Branch extends from *West Trenton* (Milepost 32.8) to *Trenton* (Milepost 36.2) a distance of *3.4 miles*, in Mercer County, New Jersey. At Trenton, this line connects with the Reading line to East Trenton. This line is also under study in this Report. At West Trenton, the Trenton Branch connects with the Reading's New York Branch. This line was not described as potentially excess in the U.S. DOT Report (see Zone 63).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
West Trenton	2,445
Total carloads generated by the line	2,445
Average carloads per week	47.0
Average carloads per mile	719.1
Average carloads per train	7.8
1973 operating information:	
Number of round trips per year	312
Estimated time per round trip (hours)	3.0
Locomotive horsepower	1,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicates that only two firms offered traffic information: the Homasote Co. generated 737 carloads in 1973, and the H. M. Royal Corp. generated 350–400 carloads in 1973. Homasote expects to generate 1,250 carloads by 1979. Royal expects to generate 615 carloads by 1976. George Owens of Royal said that approximately 3,000 rail cars travel the line annually. New Jersey DOT say only 650 cars traveled the line in 1973. Abandonment would cause unemployment for 205 people.

Information from the Reading Company said that abandonment of this line would cause one company to close and two companies to cut back service, resulting in layoffs of 135 people. Hundreds of other employees would be adversely affected. Abandonment would also isolate the East Trenton and Trenton-Princeton Traction Branches.

Information for Line Retention Decision

Revenue received by RDG		$474,121
Average revenue per carload	$194	
Variable (avoidable) cost of continued service:		
Cost incurred on the Branch Line	152,983	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	313,633	
Total variable (avoidable) cost		466,616
Net contribution (loss): total		7,505
Average per carload	3	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

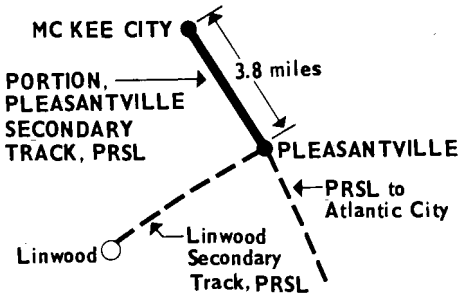
Recommendation

It is recommended that the Trenton Branch be included in the ConRail System.

PORTION OF PLEASANTVILLE SECONDARY TRACK

USRA Line No. 1800

Pennsylvania-Reading Seashore Lines



This portion of the Pleasantville Secondary Track, extends from *McKee City* (Milepost 53.1 to *Pleasantville, N.J.* (Milepost 56.9) a distance of *3.8 miles* in Atlantic County, New Jersey. At Pleasantville, this line connects with the Linwood Secondary Track of the Pennsylvania-Reading Seashore Lines, and it also continues to Atlantic City. The former line is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 64).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
McKee City	81
Northfield	26
Total carloads generated by the line	107
Average carloads per week	2.1
Average carloads per mile	30.6
Average carloads per train	2.1
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	2.5
Locomotive horsepower	1,200
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PRSL		$15,936
Average revenue per carload	$149	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	33,679	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	6,494	
Total variable (avoidable) cost		40,173
Net contribution (loss): total		(24,237)
Average per carload	(227)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed at 10 m.p.h.).

New Jersey DOT indicated that industries have already moved into an industrial park complex at McKee City and this complex is expected to attract additional firms in the future. Continued rail service is essential to at least one of the firms now in the complex and for the continued development of the park.

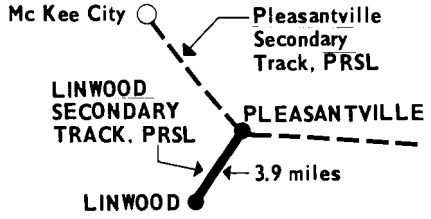
Preliminary Recommendation

Although the preliminary recommendation is that this portion of the Pleasantville Secondary Track not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $24,237 or $227 per carload. Recovery of costs would require approximately a 260 percent increase in traffic or a 150 percent rate increase over the 1973 levels. The inclusion of this smaller bankrupt carrier in ConRail will improve carrier revenue as the acquiring road can "long haul" the traffic. The present carloads per mile, however, indicate that this line would not likely be viable under these circumstances.

LINWOOD SECONDARY TRACK

USRA Line No. 1801

Pennsylvania-Reading Seashore Lines



The Linwood Secondary Track, extends from *Pleasantville* (Milepost 0.0) to *Linwood, New Jersey* (Milepost 3.8), a distance of *3.9 miles*, in Atlantic County,

New Jersey. At Pleasantville, this line connects with the Pleasantville Secondary Track of the Pennsylvania Reading Seashore lines. The portion from Pleasantville west is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 64).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Linwood	254
Total carloads generated by the line	254
Average carloads per week	4.9
Average carloads per mile	66.8
Average carloads per train	2.4
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	3.5
Locomotive horsepower	1,200
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Dee Wood Industries reported it generates an average of 274 carloads per year over this line. Herbert Adler, representing the aforementioned firm, stated that his firm would not be able to price its products competitively if rail service were discontinued. Additionally, he mentioned that a switch to trucking would be impractical. Opposition was also expressed by the PRSL, the New Jersey DOT, and other business firms.

Information for Line Retention Decision

Revenue received by PRSL		$54,037
Average revenue per carload	$213	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	52,060	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	19,417	
Cost incurred beyond the branch line	14,826	
Total variable (avoidable) cost		86,303
Net contribution (loss): total		(32,266)
Average per carload	(127)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 1,400 crossties (an average of 368 crossties per mile).

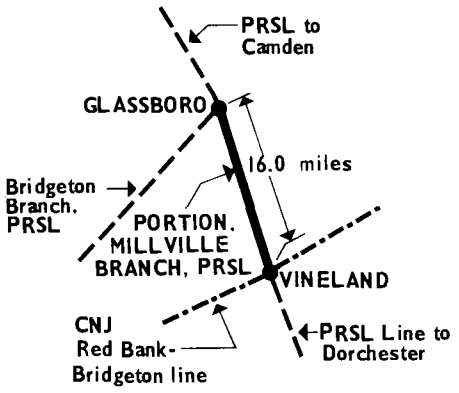
Preliminary Recommendation

It is *not* recommended that the Linwood Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $32,266 or $127 per carload. Recovery of costs would require approximately an 80 percent increase in traffic or a 60 percent rate increase over the 1973 levels. The inclusion of this smaller bankrupt carrier in Con Rail will improve carrier revenue as the acquiring road can "long haul" the traffic. The present carloads per mile indicate that the line may be viable under this circumstance.

PORTION OF MILLVILLE BRANCH

USRA Line No. 1803

Pennsylvania-Reading Seashore Lines



This portion of the Millville Branch extends from *Glassboro* (Milepost 18.0) to *Vineland, N.J.* (Milepost 34.0), a distance of *16.0 miles*, in Gloucester and Cumberland counties, New Jersey. At Glassboro, this line continues through Woodbury to Camden, and it also connects with the Bridgeton Branch of the Pennsylvania-Reading Seashore Lines. At Vineyard, it intersects the Central Railroad of New Jersey's Southern Line running from Red Bank to Bridgeton. At this point, it also continues to Dorchester. The Glassboro to Woodbury segment and the Bridgeton Branch of the PRSL, as well as the CNJ Southern Line, are also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zones 65 and 66).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Clayton	143
Franklinville	3
Newfield	105
Total carloads generated by the line	251
Average carloads per week	4.8
Average carloads per mile	15.7
Average carloads per train	2.4
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	1.5
Locomotive horsepower	2,000
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PRSL		$42,309
Average revenue per carload	$169	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	139,014	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	15,415	
Total variable (avoidable) cost		154,429
Net contribution (loss): total		(112,120)
Average per carload	(447)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

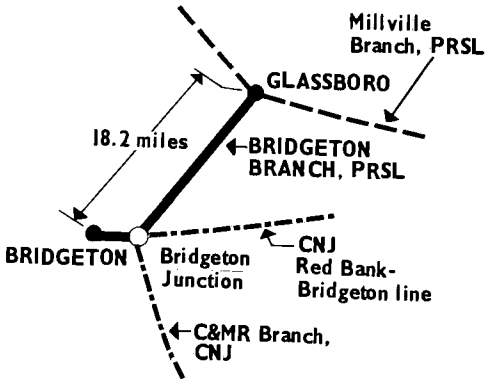
Preliminary Recommendation

It is *not* recommended that this portion of the Millville Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $112,120 or $447 per carload. Recovery of costs would require approximately a four-fold increase in traffic or a 265 percent rate increase over the 1973 levels. The inclusion of this smaller bankrupt carrier in ConRail will improve carrier revenue as the acquiring road can "long haul" the traffic. The present carloads per mile, however, indicate that the line would not likely be viable under this circumstance.

BRIDGETON BRANCH

USRA Line No. 1804

Pennsylvania-Reading Seashore Lines



The Bridgeton Branch extends from *Glassboro* (Milepost 17.8) to *Bridgeton, N.J.* (Milepost 36.0), a distance of *18.2 miles*, in Gloucester, Salem, and Cumberland Counties, New Jersey. At Glassboro, this line connects with the Millville Branch Line of the PRSL. At Bridgeton Junction, it connects with the Red Bank to Bridgeton Line of the CNJ, and the CNJ–C. & M.R. Branch. All lines except the last are also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zones 65 and 66).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Glassboro	452
Elmer	223
Husted	4
Bridgeton	1,215
Total carloads generated by the line	1,894
Average carloads per week	36.4
Average carloads per mile	104
Average carloads per train	7.6
1973 opertaing information:	
Number of round trips per year	250
Established time per round trip (hours)	8.0
Locomotive horsepower	1,200
Train crew size	4

Information Provi Jed by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PRSL		$192,900
Average revenue per carload	$102	

Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	278,378	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	130,650	
Total variable (avoidable) cost		409,026
Net contribution (loss): total		(216,128)
Average per carload		(114)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Information received by the USRA staff indicates that a large industrial development is being located on this line. This complex is known as the Seabrook Development and is near Bridgeton. 4,000 to 5,000 acres of industrial property should be developed over the next several years.

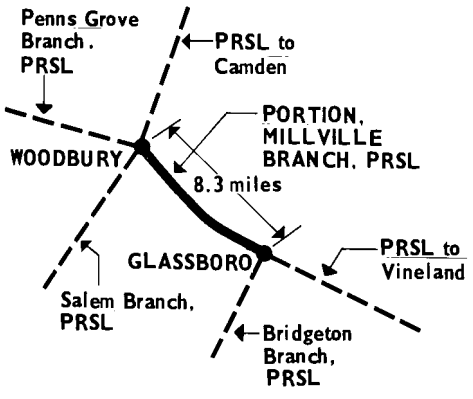
Preliminary Recommendation

Although the preliminary recommendation is that the Bridgeton Branch not be included in the ConRail system, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $216,128 or $114 per carload. Recovery of costs would require approximately a threefold increase in traffic or a 110 percent rate increase over the 1973 levels. The inclusion of this smaller bankrupt carrier in ConRail will improve carrier revenue as the acquiring road can "long haul" the traffic. The present carloads per mile indicate that the line may be viable under this circumstance.

PORTION OF MILLVILLE BRANCH

USRA Line No. 1805

Pennsylvania-Reading Seashore Lines



This portion of the Millville Branch extends from *Woodbury* (Milepost 9.7) to *Glassboro, N.J.* (Milepost 18.0), a distance of 8.3 miles, in Gloucester County, New Jersey. At Woodbury, this line continues to Camden. At Glassboro, it connects with the Bridgeton Branch of the PRSL, and the line also continues to Dorchester. The former line and the segment of the latter line from Glassboro to Vineland are also under study in this Report. At Woodbury, this line also intersects the Penns Grove Branch and the Salem Branch, both PRSL. This line was not described as potentially excess in the U.S. DOT Report (see Zone 66).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Sewell	159
Pitman	31
Total carloads generated by the line	190
Average carloads per week	3.7
Average carloads per mile	22.8
Average carloads per train	3.7
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	3.5
Locomotive horsepower	2,000
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PRSL		$16,034
Average revenue per carload	$84	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	86,730	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	16,067	
Total variable (avoidable) cost		96,797
Net contribution (loss): Total		(80,763)
Average per carload	(425)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

Preliminary Recommendation

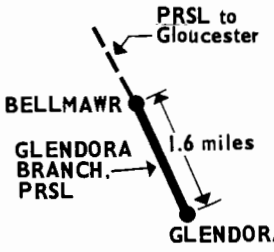
It is *not* recommended that this portion of the Millville Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess finan-

cial burden amounting to $80,763 or $425 per carload. Recovery of costs would require both an increase in traffic and a rate increase over the 1973 levels.

PORTION OF GLENDORA BRANCH

USRA Line No. 1806

Pennsylvania-Reading Seashore Lines



This portion of the Glendora Branch extends from *Bellmawr* (Milepost 7.9) to *Glendora, New Jersey* (Milepost 9.5), a distance of *1.6 miles*, in Camden County, New Jersey. At Bellmawr, this line continues to Gloucester. This line was described as potentially excess in the U.S. DOT Report (see Zone 66).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Runnemede	72
Glendora	46
Total carloads generated by the line	118
Average carloads per week	2.3
Average carloads per mile	73.8
Average carloads per train	2.4
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	2.7
Locomotive horsepower	1,200
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that firms located on this portion of the line generated 28 carloads of freight in 1972 and 61 carloads in 1973.

The New Jersey DOT indicated that cutting the line at Milepost 7.4 would isolate an industrial park from rail service. The effects of this cessation of service would force one firm to close, increase transportation costs for others, and would curtail future growth and development of the complex. Additionally, freight traffic increased over 100% in the one year (1972–1973) period. Another point stressed by this report, was, in addition to providing private-siding service for one patron, the Glendora end of the line also provides a rail-truck interface for team track patrons.

Information for Line Retention Decision

Revenue received by PRSL		$13,171
Average revenue per carload	$112	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	21,995	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	7,165	
Total variable (avoidable) cost		29,160
Net contribution (loss): total		(15,989)
Average per carload		(136)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.).

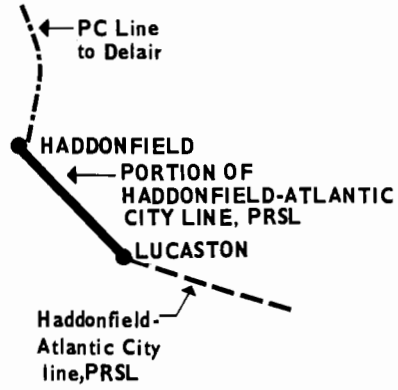
Preliminary Recommendation

It is *not* recommended that this portion of the Glendora Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $15,989 or $136 per carload. Recovery of costs would require approximately a 260 percent increase in traffic or a 120 percent rate increase over the 1973 levels. The inclusion of this smaller bankrupt carrier in ConRail will improve carrier revenue as the acquiring road can "long haul" the traffic. The present carloads per mile indicate that the line may be viable under this circumstance.

PORTION OF CAMDEN TO ATLANTIC CITY LINE

USRA Line No. 1807

Pennsylvania Reading Seashore Lines



This portion of the Camden to Atlantic City Line, extends from *Haddonfield* (Milepost 6.1) to *Lucaston, NJ.*, (Milepost 13.6), a distance of *7.5 miles*, in Camden County, New Jersey. At Haddonfield, this line connects with the PC line running to Delair. At Lucaston, this line continues to Atlantic City. This line was not described as potentially excess in the U.S. DOT Report (see Zone 66).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Woodcrest	25
Kirkwood	4
Total carloads generated by the line	29
Average carloads per week	0.6
Average carloads per mile	3.9
Average carloads per train	0.6
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	1.8
Locomotive horsepower	2,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PRSL		$4,941
Average revenue per carload	170	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	59,030	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	2,033	
Total variable (avoidable) costs		61,063
Net contribution (loss): total		(56,122)
Average per carload		(1,935)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

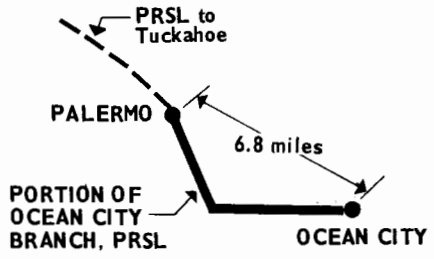
Preliminary Recommendation

It is *not* recommended that this portion of the Camden to Atlantic City Line be included in the ConRail System Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $56,122 or $1,935 per carload. Recovery of costs would require approximately a nineteen-fold increase in traffic or a 1,138 percent rate increase over the 1973 levels.

PORTION OF OCEAN CITY BRANCH

USRA Line No. 1808

Pennsylvania-Reading Seashore Lines



This portion of the Winslow and Cape May Line, extends from *Palermo* (Milepost 59.6) to *Ocean City, N.J.* (Milepost 66.4), a distance of *6.8 miles*, in Cape May County, New Jersey. At Palermo this line continues until it reaches the PRSL Cape May line at Tuckahoe. This line was described as potentially excess in the U.S. DOT Report (see Zone 65).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Ocean City	116
Total carloads generated by the line	116
Average carloads per week	2.2
Average carloads per mile	17.1
Average carloads per train	2.2
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	1.5
Locomotive horsepower	4,000
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that potential continued growth in commuter service from Ocean City to the Philadelphia area was a justifiable argument for the continuance of service over this line. The average number of daily commuters is 90.

PRSL advocated that passenger service between these points be expanded; while freight service be discontinued. The Ocean City Community Association favors abandonment of the line and the establishment of com-

muter bus service. The rationale behind this is that the line has no economic value to taxpayers and is presently in unsafe condition.

A letter from Ms. Margaret Boal of Ocean City, New Jersey, stated that the community association of Ocean City (see above RSPO testimony) could not be located. Consequently, they did not speak for the citizens of Ocean City who rely on commuter rail service nor for the shipper located on the line. She also indicated that the statistics should show that the number of regular riders has steadily increased in the past year and a half.

Information for Line Retention Decision

Revenue received by PRSL		$11,572
Average revenue per carload	$100	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	[1] 31,142	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	7,295	
Total variable (avoidable) cost		38,437
Net contribution (loss): total		(26,865)
Average per carload	(232)	

[1] Excludes maintenance due to the presence of commuter services.

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

Preiminary Recommendation

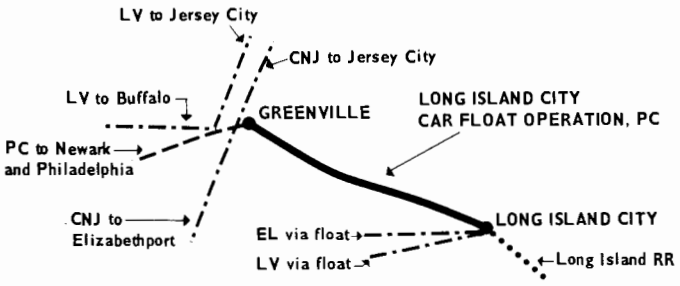
It is *not* recommended that this portion of the Winslow and Cape May line be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $26,865 or $232 per carload. Recovery of costs would require approximately a six-fold increase in traffic or a 230 percnt rate increase over the 1973 levels. The inclusion of this smaller bankrupt carrier in ConRail will improve carrier revenue as the acquiring road can "long haul" the traffic. The present carloads per mile indicate that the line may be viable under this circumstance.

LONG ISLAND CITY FLOAT

USRA Line No. 117

Penn Central

The Long Island City Float, formerly part of the Pennsylvania RR, extends from *Greenville* to *Long Island City* in Hudson County, N.J. and Queens County, N.Y.



The Long Island City Float is a car ferry operation handling Penn Central rail cars between Greenville and the Long Island Railroad at Long Island City. The line was not described as potentially excess in the U.S. DOT Report (see Zones 58 and 60).

Recommendation

The Long Island City float operation of the Penn Central is recommended for inclusion by ConRail. While costly, it provides a less expensive and more direct service than all rail routing for a significant amount of traffic.

While recommended for retention major changes in the service should occur, including:

1. Consolidation of all ConRail and Erie Lackawanna marine operations at Greenville.
2. Contract with the Brooklyn Dock Railways (BEDT & N.Y. Dock) for actual performance of service.
3. Imposing necessary surcharges to cover the additional costs of providing the service ($43 per car) wherever present rates are noncompensatory.

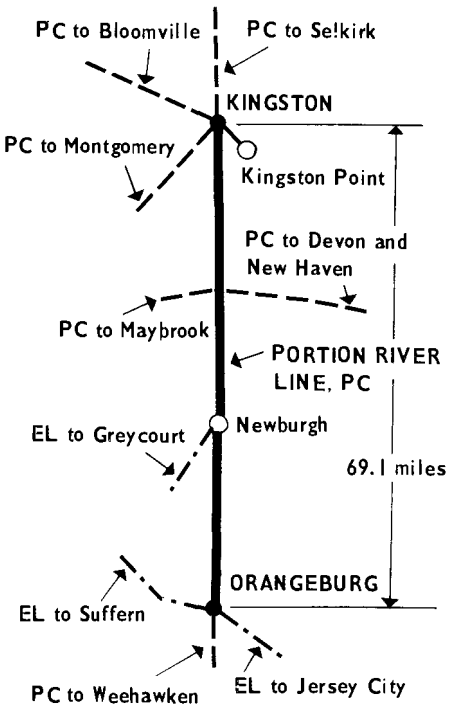
See Chapter 18 for a more detailed discussion of New York water services.

PORTION OF THE RIVER LINE

USRA Line No. 709

Penn Central

This portion of the River Line, formerly part of the New York Central RR, extends from *Little Ferry, N.J.* (Milepost 5.9), to *Kingston, N.Y.* (Milepost 87), a distance of *81.1 miles*, in Bergen County, New Jersey and Rockland, Orange and Ulster Counties, N.Y. Continuations of this line extend to Weehawken, N.J. and Selkirk, N.Y. At Little Ferry, the line connects with the New York, Susquehanna & Western Ry; at Orangeburg, N.Y. with the Erie-Lackawanna Piermont Branch and at Kingston with the Wallkill Valley and Catskill Mountain Branches of the PC, which are both also under study in this Report. This line was not



described as potentially excess in the U.S. DOT Report (see Zones 56, 58 and 60). The map illustrates only the northernmost 69.1 miles between Orangeburg and Kingston.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" by the MTA (New York) indicated that the River Line should be preserved as far as Kingston (from Weehawken, New Jersey). MTA runs commuter passenger service for New York State in the Metropolitan New York City area and is in the process of evaluating future passenger service on the portion of this line.

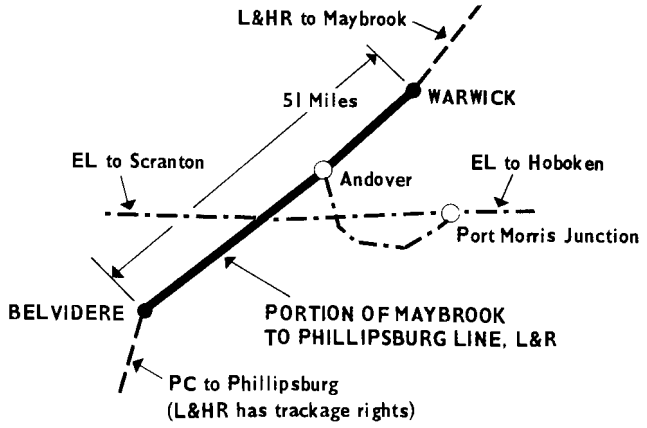
Information for Line Retention Decision

This line is required for through freight service; therefore, local rail service will be provided to all shippers located on the line.

Recommendation

It is recommended that this portion of the River Line be included in the ConRail System.

PORTION OF MAYBROOK-PHILLIPSBURG LINE
USRA Line No. 1701
Lehigh & Hudson River Railway



This portion of the Lehigh and Hudson River Railway extends from *Warwick, N.Y.* (Milepost 21), to *Belvidere, N.J.* (Milepost 72), a distance of *51 miles*, in Orange County, New York and Sussex and Warren Counties, N.J. A continuation of this line extends northward from Warwick to Maybrook, N.Y. This line is also under study in this Report. At Belvidere it connects with the Penn Central Belvidere Branch extending southward to Trenton, which is also under study in this Report. Part of this line was described as potentially excess in the U.S. DOT Report (see Zones 56, 61, and 69).

Information Provided by RSPO, Shipping, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that this line is an important (potential) commuter line, and has more than 60 industrial customers. Its abandonment could cause unemployment, closing of businesses, and shifting to motor transportation for some businesses. The only firm submitting actual traffic data was New Jersey Zinc Company of Franklin, New Jersey, which stated that it generated 136 carloads in 1972 and 163 carloads in 1973.

Information for Line Retention Decision

This line is required for through freight service, therefore, local rail service will be provided to all shippers located on the line.

Recommendation

It is recommended that this portion of the Lehigh and Hudson River Railway be included in the ConRail System.

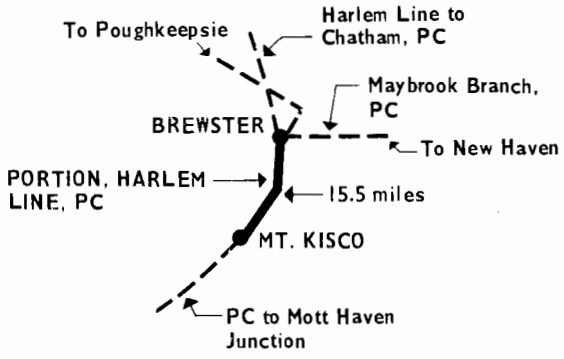
NEW YORK

USRA line number	Terminals
	Intrastate
66	Mount Kisco to Brewster
66a	Brewster to Dover Plains
66b	Dover Plains to Wassaic
66c	Wassaic to Millerton
67	Millerton to Ghent
68	Bay Ridge at Bay Ridge
70	Hudson to Claverack
72	Schenectady to Aqueduct
76	Selkirk to Port of Albany
79	Boonville to Lyons Falls
80	Camden to McConnellsville
81	Rotterdam Junction to South Fort Plain
83a	South Utica to New York Mills
84	West Shore Secondary Trackat New York Mills
85	Oneida Castle to Vernon
86	East Syracuse to Fayetteville
87	Malone to Canadian Border
89a	DeKalb Junction to Ogdensburg
90	Emeryville to Edwards
92/93	Watertown to Limerick
95	Cayuga to Auburn
96	Brighton to Pittsford
98	Canadaigua to Victor
100/101	Akron Junction to Transit Road
102	Williamson to Oswego
102a	Oswego to Scriba
103/104	Williamson to Windsor Beach
105/107	Charlotte to Riverview
106	Suspension Bridge to Riverview
108	Newark to Sodus Point
109/110	Newark to Marion
111	Windsor Beach to Rochester
112	Batavia to Caledonia
114a	Rochester to Scottsville Yard
136	Montgomery to Kingston
137	Kingston to Bloomville
230a	Southport to Elmira
231	Horseheads to Watkins Glen
231a	Elmira to Horseheads
231b	Watkins Glen to Starkey
233/234	Seneca Castle to Penn Yan
238	Canadaigua Track at Stanley
246	16th Street Track at Olean
248	Brocton to Mayville
258	Fredonia to Dunkirk
666	Rensselaer to Troy
666a	Green Island to Crescent
667	Campbell Hall to Highland
668	Poughkeepsie to Highland
669	Utica to Boonville
670	Rome to McConnellsville
671	Geneva to Cayuga
681	30th Street Branch (NY)
686	Oneida Castle to Canastota
687	Carthage to Lowville
708	Poughkeepsie to Hopewell Junction
	LV
1000	Rochester to Lima
1002	East Ithaca to Cortland
1003	Owego to Mead
1017	Van Etten Junction to Ithaca
1020	Van Etten Junction to Geneva Junction
1021	Geneva Junction to Geneva
1022	Geneva to Rochester Junction
1023	Batavia to P & L Junction
1024	Buffalo to Batavia
1025	P & L Junction to Rochester Junction
	LHR
1700	Warwick to Maybrook
	Interstate
	PC
	New York to Canada (this line is discussed under Canada)
101a	Black Rock, N.Y. to Welland, Ont.
	PC
	New York to New Jersey (these lines are discussed under New Jersey)
117	Long Island City, N.Y. to Greenville, N.J (float)
709	Kingston, N.Y. to Little Ferry, N.J.
	LHR
1701	Warwick, N.Y. to Belvidere, N.J.
	PC
	New York to Pennsylvania
249	Mayville, N.Y. to Corry, Pa.
260	Falconer, N.Y. to North Warren, Pa.
	LV
1015	Owego, N.Y. to Sayre, Pa.
1016	Van Etten Junction, N.Y. to Sayre, Pa.

PORTION OF HARLEM LINE

USRA Line No. 66

Penn Central



This portion of the Harlem Line, formerly part of the New York Central RR, extends from *Mt. Kisco* (Milepost 36.6), to *Brewster, N.Y.* (Milepost 52.1), a distance of *15.5 miles*, in Westchester and Putnam Counties, N.Y. A continuation of this line extends northward from Brewster to Chatham (also under study in this Report) as far as Ghent. A southerly continuation of this line runs from Mt. Kisco to Mott Haven Junction. The Harlem line connects at Brewster with the Maybrook Branch of the PC. This line was described as potentially excess in the U.S. DOT Report (see Zones 56 and 58).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Mt. Kisco [1]	1,612
Bedford Hills	4
Katonah	0
Goldens Bridge	20
Purdys	0
Croton Falls	1
Total carloads generated by the line	1,637
Average carloads per week	31.5
Average carloads per mile	105.6
Average carloads per train	5.5
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	12
Locomotive horsepower	1,750
Train crew size	3

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that people all along the Harlem Line desire to have passenger service as far north as Chatham improved. Amongst the agencies calling for passenger service improvement were the Harlem Valley Transportation Authority, the Planning Board of both Pawling and Northeast, and the Headmaster of the Barlow School in Amenia. The Consolidated Edison Co. of New York reported that they have a delivery site at Hawthorne, New York for large power transformers. Hawthorne is located south of Mt. Kisco on the Harlem Line. Many of these transformers are shipped from Pittsfield, Mass. via Chatham and the Harlem Division because this line has adequate clearances for overdimensional loads. USRA has determined that this line is under lease by the Metropolitan Transportation Authority for operation of M.T.A. supported passenger trains by Penn Central. The M.T.A. lease extends along the Harlem Line to Dover Plains (Milepost 76.6). Penn Central retains the right to operate freight service over this entire line, with M.T.A. paying for the maintenance-of-way to an agreed upon level at no charge to the Penn Central. Freight train speeds between Mt. Kisco and Brewster are 45 m.p.h. Passenger speeds vary from 50 to 60 m.p.h.

Information for Line Retention Decision

Revenue received by PC		$553,881
Average revenue per carload	$338	
Variable (avoidable) cost to continued service:		
Cost incurred on the branch line	[1]227,840	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	443,034	
Total variable (avoidable) cost		670,874
Net contribution (loss): total		(116,995)
Average per carload	(71)	

[1] Excludes maintenance cost due to commuter operation by M.T.A.

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

Although service to the entire line generates a loss, service to the line from Milepost 36.6 to Milepost 37.7 (serving shippers at Mt. Kisco who generated 1,612 carloads in 1973) would generate $541,080 in revenue and $449,628 in costs with a resulting contribution of $91,452 or $57 per carload.

Recommendation

It is recommended that freight service be provided over the Harlem Line between Milepost 36.6 and Milepost 37.7.

Preliminary Recommendation

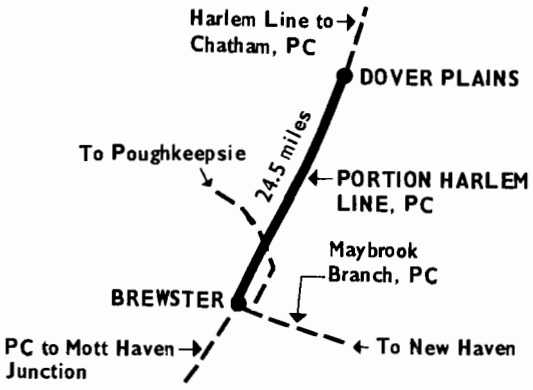
It is *not* recommended that freight service over the portion of the Harlem Line between Milepost 37.7 and Milepost 52.1 be provided by the ConRail System.

Continued operations of this line would require a rail service continuation subsidy.

PORTION OF HARLEM LINE

USRA Line No. 66a

Penn Central



This portion of the Harlem Line, formerly part of the New York Central RR, extends from *Brewster* (Milepost 52.1) to *Dover Plains, N.Y.* (Milepost 76.6), a distance of *24.5 miles*, in Putnam and Dutchess Counties, N.Y. A northerly continuation of this line extends from Dover Plains to Chatham (also under study in this Report, as far as Ghent). From Brewster, this line runs southward to Mott Haven Junction, the portion of which from Brewster to Mt. Kisco is also under study in this Report. It also connects with the Maybrook Branch of the PC at Brewster. The PC has leased this line to the Metropolitan Transportation Authority for passenger service but retains the right to operate freight trains over it. This line was described as potentially excess in the U.S. DOT Report (see Zone 56).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Patterson	55
Pawling	68
Wingdale	341
Dover Plains	11
Brewster[1]	3
Total carloads generated by the line	478
Average carloads per week	9.2
Average carloads per mile	19.5
Average carloads per train	2.7
1973 operating information:	
No. of round trips per year	175
Estimated time per round trip (hours)	8.2
Locomotive horsepower	1,750
Train crew size	3

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that both Pawling Rubber Corporation of Pawling (Milepost 64.4) and Mica Products of Wingdale (Milepost 72.3) would be forced to relocate if they could not receive guaranteed dependable rail freight service. Lloyd Lumber Company and Patterson Beer Distributor Company of Patterson, N.Y. (Milepost 60.3) both submitted evidence of their traffic. However, USRA staff has found material indicating that Lloyd Lumber actually receives its lumber at Brewster, N.Y. on a former New Haven team track. Apparently the Patterson beer distributor will shortly shift its use of rail to and from Milwaukee in favor of truck shipments from a new Miller brewery in upstate New York. Other shippers submitting evidence to RSPO are A. Mendel & Sons (20 cars in 1973), Utler Brothers (112 cars in 1972), Pawling Agway (7 cars in 1972) and Harlem Valley State Hospital in Wingdale (340 cars of coal in 1973). Mica Products generated 147 cars in 1972 while Pawling Rubber was responsible for 13 carloads. USRA staff has found that this line is leased from the Penn Central as far north as Dover Plains by the Metropolitan Transportation Authority. Penn Central retains the right to operate freight service over this line with MTA paying for the maintenance-of-way to an agreed-upon level at no charge to the Penn Central. MTA actually is responsible for setting the passenger service standards and for determining the maintenance program. Authorized passenger and freight train speeds between Brewster and Dover Plains are 40 m.p.h.

Information for Line Retention Decision

Revenue received by PC		$177,048
Average revenue per carload	$370	
Variable (avoidable) cost of continued service: Cost incurred on the branch line	[1] 77,699	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	125,948	
Total variable (avoidable) cost		203.647
Net contribution (loss): total		(26,599)
Average per carload	(56)	

[1] Excludes maintenance and ownership cost due to MTA lease.

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.).

Although this line generates a loss amounting to $26,599, USRA segment No. 66b, which must be served

via this line, generated a net contribution of $19,487. A 4-percent rate increase would enable financial self-sufficiency.

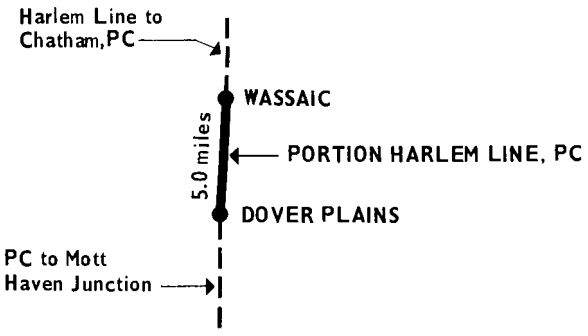
Preliminary Recommendation

It is recommended that this portion of the Harlem Line be included in the ConRail System.

PORTION OF HARLEM LINE

USRA Line No. 66b

Penn Central



This portion of the Harlem Line, formerly part of the New York Central RR, extends from *Dover Plains* (Milepost 76.6) to *Wassaic, N.Y.* (Milepost 81.6), a distance of *5.0 miles*, in Dutchess County, N.Y. A northerly continuation of this line extends from Wassaic to Chatham (also under study in this Report as far as Ghent). From Dover Plains, this line continues southward to Mott Haven Junction (the portion of which from Dover Plains to Mt. Kisco is also under study in this Report). This line was described as potentially excess in the U.S. DOT Report (see Zone 56).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Wassaic	1,173
Total carloads generated by the line	1,173
Average carloads per week	22.6
Average carloads per mile	234.6
Average carloads per train	6.7
1973 operating information:	
Number of round trips per year	175
Estimated time per round trip (hours)	2.5
Locomotive horsepower	1,750
Train crew size	3

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Wassaic State School, Tri-Wall Containers and Maxon Mills are all heavy rail users on this 5-mile segment. These 3 firms generated 1,013 carloads in 1972. Maxon Mills testified that the $125,000 capital investment needed to shift to trucks would put them out of business. Tri-Wall Containers has announced a $2 million expansion program, and showed that their rail business was already increasing with a 30% increase (121 cars) over 1972 traffic. USRA has found that this segment of track presently has a 30 m.p.h. speed authorization with slow orders of 8 m.p.h. in places.

Information for Line Retention Decision

Revenue received by PC		$371,293
Average revenue per carload	$317	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	75,755	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	5,945	
Cost incurred beyond the branch line	270,115	
Total variable (avoidable) cost		351,815
Net contribution (loss): total		19,478
Average per carload	17	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,179 crossties (an average of 236 crossties per mile).

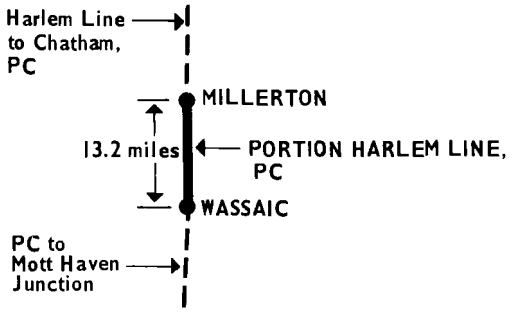
Recommendation

It is recommended that this portion of the Harlem Line be included in the ConRail System.

PORTION OF HARLEM LINE

USRA Line No. 66c

Penn Central



This portion of the Harlem Line, formerly part of the New York Central RR, extends from *Wassaic* (Milepost 81.6) to *Millerton*, N.Y. (Milepost 94.8), a distance of *13.2 miles*, in Dutchess County, N.Y. This line ex-

tends northward to Chatham from Millerton (also under study in this Report as far as Ghent). A southerly continuation of this line extends from Wassaic to Mott Haven Junction via PC. The portion from Wassaic to Mt. Kisco is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 56).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Amenia	213
Sharon	4
Millerton	304
Total carloads generated by the line	521
Average carloads per week	10.0
Average carloads per mile	39.5
Average carloads per train	5.2
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	1.8
Locomotive horsepower	1,750
Train crew size	3

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Kerr McGee of Amenia, Agway of Sharon, and Allied Mills of Agway are active shippers on this segment. The new Agway (Milepost 87.6) bulk feed mixing and distribution plant opened in 1972. This firm projected 500 cars of traffic in 1973. USRA staff identified 1973 actual shipments of: 5 carloads from Sharon (all shippers), 60 carloads at Millerton (Agway), and 3 carloads at Amenia (Agway). The state of New York, in a special study of branch lines, found that the PC Millerton-Chatham branch has an annual loss of $157,258. The study also showed a net loss of $43,708 from property taxes, as well as an annual community economic loss of $101,663.

Information for Line Retention Decision

Revenue received by PC		$168,667
Average revenue per carload	324	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	106,416	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	15,735	
Cost incurred beyond the branch line	141,735	
Total variable (avoidable) cost		263,886
Net contribution (loss): total		(95,219)
Average per carload	(183)	

This line would require upgrading to meet the requirements of the Federal Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,179 crossties (an average of 89 crossties per mile).

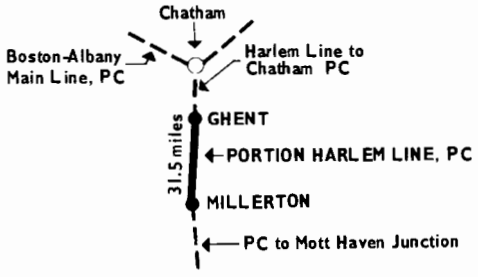
Preliminary Recommendation

It is *not* recommended that this portion of the Harlem Line be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $95,219 or $183 per carload. Recovery of costs would require approximately a three-fold increase in traffic or a 55 percent rate increase over the 1973 levels.

PORTION OF HARLEM LINE

USRA Line No. 67

Penn Central



This portion of the Harlem Line, formerly part of the New York Central RR, extends from *Millerton* (Milepost 94.8) to *Ghent, N.Y.* (Milepost 126.3), a distance of *31.5 miles*, in Dutchess and Columbia Counties. A northerly continuation of this line extends from Ghent to Chatham, where it connects with the Boston-Albany Line, PC. A southerly continuation extends from Millerton to Mott Haven Junction (the portion from Millerton to Mt. Kisco is also under study in this report). In August 1972, the PC applied to the ICC for the abandonment of this line (Docket No. AB-5, Sub. 85). On September 25, 1974, the PC applied to the USRA for abandonment of this line (USRA Docket No. 75-46). No action has been taken on either application. This line was described as potentially excess in the U.S. DOT Report (see Zones 55 and 56).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Copake Falls	16
Hillsdale	31
Philmont	28
Total carloads generated by the line	75

Average carloads per week	1.4
Average carloads per mile	2.3
Average carloads per train	1.5
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	3.0
Locomotive horsepower	1,750
Train crew size	3

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" concerned the potential impact on the area's agri-business and the need for the line as a clearance route. This line (and those it connects with) provides materials and equipment for the area's farmers. Consolidated Edison Company indicated that the line should be continued to provide service to its over-sized loads moving to Hawthorne.

Information for Line Retention Decision

Revenue received by PC		$28,539
Average revenue per carload	$381	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	206,653	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	32,132	
Cost incurred beyond the branch line	21,496	
Total variable (avoidable) cost		260,281
Net contribution (loss): total		(231,742)
Average per carload	(3,470)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 7,426 crossties (an average of 235 crossties per mile).

Data and information supplied by shippers using this line indicate that there is some potential for traffic growth.

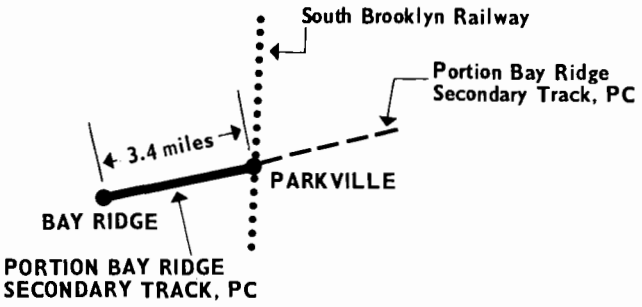
Preliminary Recommendation

It is *not* recommended that this portion of the Harlem Line be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $231,742 or $3,470 per carload. Recovery of costs would require approximately a thirty-fold increase in traffic or a 900 percent rate increase over the 1973 levels.

PORTION OF THE BAY RIDGE SECONDARY TRACK

USRA Line No. 68

Penn Central



This portion of the Bay Ridge Secondary Track, formerly part of the Pennsylvania RR, extends from *Bay Ridge* (Milepost 0.0) to *Parkville, N.Y.* (Milepost 3.4), a distance of *3.4 miles*, in Kings County, N.Y. A continuation of this line runs in a northeasterly direction from Parkville to Fremont. At Parkville this line connects with the South Brooklyn Railway. This line was not described as potentially excess in the U.S. DOT Report (see Zone 58).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Bay Ridge	45
Parkville[1]	31
Total carloads generated by the line	76
Average carloads per week	1.5
Average carloads per mile	22.4
Average carloads per train	1.5
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	0.8
Locomotive horsepower	1,500
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." The city of New York has provided information, however, concerning its plan for acquisition of an adjacent freight yard and for redevelopment of nearby waterfront facilities which could increase freight shipments.

Information for Line Retention Decision

Revenue received by PC		$41,456
Average revenue per carload	$545	

Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	26,161	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	1,840	
Cost incurred beyond the branch line	25,105	
Total variable (avoidable) cost		53,106
Net contribution (loss): total		(11,650)
Average per carload		(153)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed at 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 460 crossties (an average of 135 crossties per mile). Most of the traffic on the Bay Ridge Secondary Track is handled on the eastern portion (East of Parkville) of the track. The G&R Packing Company, located in Bay Ridge, is the only shipper using this segment. Its product is foodstuffs, usually government contracted. Their traffic decreased in 1974 owing to contract losses and their location in a high-crime rate area resulting in high pilferage.

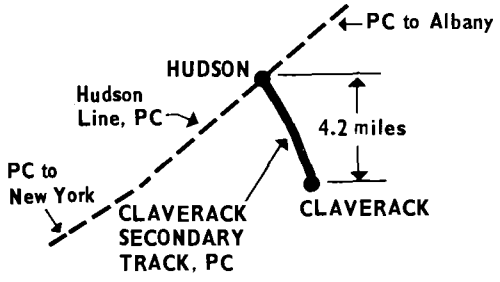
Preliminary Recommendation

It is *not* recommended that this portion of the Bay Ridge Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $11,650 or $153 per carload. Recovery of costs would require approximately a 70 percent increase in traffic or a 28 percent rate increase over the 1973 levels. The successful implementation of the city of New York's development plans might at a future date eliminate the need for the subsidy.

CLAVERACK SECONDARY TRACK

USRA Line No. 70

Penn Central



The Claverack Secondary Track, formery part of the New York Central RR, extends from *Hudson* (Milepost 0.0), to *Claverack, N.Y.* (Milepost 4.2), a distance of *4.2 miles*, in Columbia County, New York. This line connects at Hudson with the Hudson Line of the PC. This line was described as potentially excess in the U.S. DOT Report (see Zone 55).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Claverack	157
Hudson Upper	432
Total carloads generated by the line	589
Average carloads per week	11.3
Average carloads per mile	140.2
Average carloads per train	5.9
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	2
Locomotive horsepower	2,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Universal Match (estimated 1973: 166 carloads) is dependent on their rail service and transferring to trucks for long distance hauling of raw materials and chemicals may result in prohibitive transportation costs. Textile By-Products complained that poor rail service forced them to use trucks. If service were improved, they would increase their rail usage. Beacon Milling Co., Inc., received 148 car loads in 1973 and will increase rail usage because of shipping volume. Wholesale Feed Service generated 148 carloads. Conagra, Inc., projected 900 to 1,050 new carloads of business in future years. USRA Staff could not find any evidence of Conagra business projections. The New York Department of Transportation found in its study of light density lines that this particular line segment generates 836 carloads and an annual profit of $132,924. Community loss from an abandonment would be $5,418, plus $5,275 in net local property taxes.

Information for Line Retention Decision

Revenue received by PC		$188,274
Average revenue per carload	$320	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	55,893	
Cost of upgrading branch line to FRA class I: (1/10 of total upgrading cost)	1,780	
Cost incurred beyond the branch line	128,648	
Total variable (avoidable) cost		186,321
Net contribution (loss): total		1,953
Average per carload	3	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 250 crossties (an average of 60 crossties per mile).

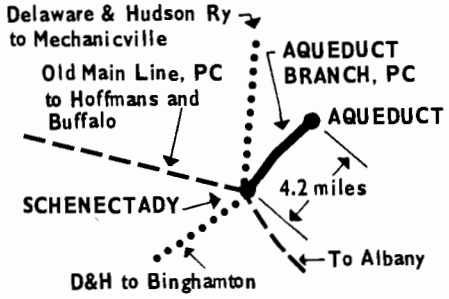
Recommendation

It is recommended that the Claverack Secondary Track be included in the ConRail System.

AQUEDUCT BRANCH

USRA Line No. 72

Penn Central



The Aqueduct Branch, formerly part of the New York Central RR, extends from *Schenectady* (Milepost 0.0) to *Aqueduct, N.Y.* (Milepost 4.2), a distance of *4.2 miles*, in Schenectady County, N.Y. This line connects at Schenectady with the old Albany-Buffalo Line of the PC (this portion of which is also under study in this Report) and with the Delaware & Hudson RR. In March 1971, the PC applied to the ICC for permission to abandon this branch. (Finance Docket No. 26567 Sub No. 1). On request of PC no action has been taken on this application. This line was described as potentially excess in the U.S. DOT Report (see Zone 42).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Schenectady [1]	57
Total carloads generated by the line	57
Average carloads per week	1.1
Average carloads per mile	13.6
Average carloads per train	3.8
1973 operating information:	
Number of round trips per year	15
Estimated time per round trip (hours)	1.5
Locomotive horsepower	1,200
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" by the Condec Corp. indicated that it shipped 122 carloads in 1973. In testimony at Albany, N.Y., Philip A. Casella, Condec Corp., stated they have been awarded a contract for additional aircraft refuelers, which will result in a substantial amount of tonnage and that the Company's mode of transportation is dictated by the U.S. Government. Penn Central staff indicated much of their traffic has been via specially-equipped truck.

Information for Line Retention Decision

Revenue received by PC		$86,793
Average revenue per carload	$1,520	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	33,326	
Cost of upgrading branch line to FRA Class I:		
(1/10 of total upgrading cost)	4,472	
Cost incurred beyond the branch line	14,176	
Total variable (avoidable) cost		51,974
Net contribution (loss): total		34,819
Average per carload	610	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 750 crossties (an average of 178 crossties per mile).

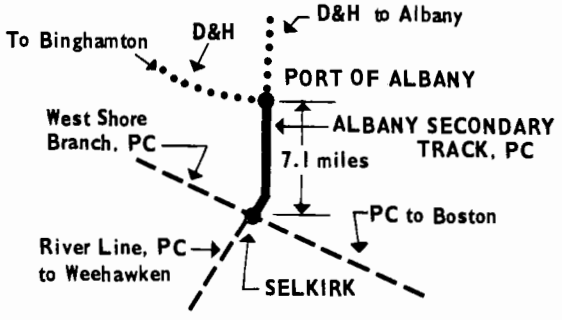
Recommendation

It is recommended that the Aqueduct Branch be included in the ConRail System.

ALBANY SECONDARY TRACK

USRA Line No. 76

Penn Central



The Albany Secondary Track, formerly part of the New York Central RR, extends from *Selkirk* (Milepost 3.7), to *Port of Albany, NY* (Milepost 10.8), a distance of *7.1 miles*, in Albany County, New York. This line connects at the Port of Albany with the Delaware and Hudson Railway and at Selkirk with the West Shore Branch and the Boston-Buffalo line. This line was described as potentially excess in the U.S. DOT Report (see Zone 42).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Wemple	1
Glenmont	34
Albany [1]	8,648
Total carloads generated by the line	8,683
Average carloads per week	167.0
Average carloads per mile	1,223.0
Average carloads per train	28.9
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	8.0
Locomotive horsepower	2,000
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that this line is an important clearance route between the PC's large classification yard at Selkirk and the barge docks at the Port of Albany. The New York DOT reported in its special study of rail lines that this branch has an annual net profit of $1,196,052 on 5,412 carloads of traffic. The community loss from abandonment would be $34,854, plus $13,564 in property taxes.

Information for Line Retention Decision

Revenue received by PC		$3,942,938
Average revenue per carload	$454	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	307,944	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	2,149,293	
Total variable (avoidable) cost		2,457,237
Net contribution (loss): total		1,485,701
Average per carload	171	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 mph).

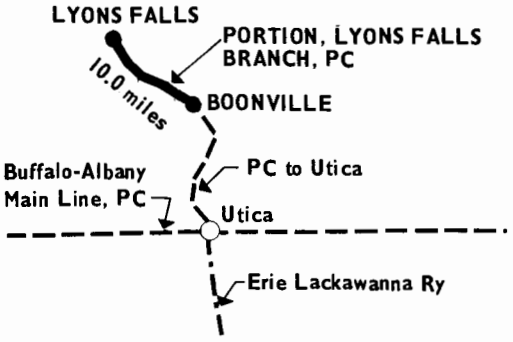
Recommendation

It is recommended that the Albany Secondary Track be included in the ConRail System.

PORTION OF THE LYONS FALLS BRANCH

USRA Line No. 79

Penn Central



This portion of the Lyons Falls Branch, formerly part of the New York Central RR, extends from *Boonville* (Milepost 35.0) to *Lyons Falls, N.Y.* (Milepost 45.0), a distance of *10.0 miles*, in Oneida and Lewis Counties, N.Y. A southerly continuation of this line runs from Boonville to Utica where it connects with the Buffalo-Albany Line of the PC and with the Erie Lackawanna Railway. This line was described as potentially excess in the U.S. DOT Report of February 1, 1974, with the exception of the portion from Boonville to the Lewis County line (see Zones 44 and 45).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Lyons Falls	2,202
Total carloads generated by the line	2,202
Average carloads per week	42.4
Average carloads per mile	220.2
Average carloads per train	11.0
1973 operating information:	
Number of round trips per year	200
Estimated time per round trip (hours)	3.5
Locomotive horsepower	2,000
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Plaining Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated significant potential impact from the loss of rail service.

Information for Line Retention Decision

Revenue received by PC		$927,759
Average revenue per carload	$421	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	159,108	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	543,878	
Total variable (avoidable) cost		702,986
Net contribution (loss): total		224,773
Average per carload	126	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

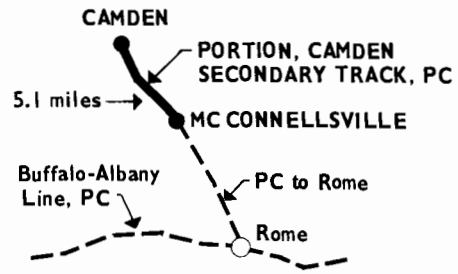
Recommendation

It is recommended that this portion of the Lyons Falls Branch be included in the ConRail System.

PORTION OF THE CAMDEN SECONDARY TRACK

USRA Line No. 80

Penn Central



This portion of the Camden Secondary Track formerly part of the New York Central RR, extends from *Camden* (Milepost 22.9) to *McConnellsville, N.Y.* (Milepost 28.0), a distance of *5.1 miles*, in Oneida County, N.Y. A continuation of the line runs to Rome where it connects with the Buffalo-Albany Line of the PC. This line was described as potentially excess in the U.S. DOT Report (see Zone 45).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:		
Camden		174
Total carloads generated by the line		174
Average carloads per week	3.4	
Average carloads per mile	38.7	
Average carloads per train	2.9	
1973 operating information:		
Number of round trips per year		60
Estimated time per round trip (hours)		2.5
Locomotive horsepower		1,600
Train crew size		5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$62,129
Average revenue per carload	$357	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	45,833	
Cost of upgrading branch line to FRA class I: (1/10 of total upgrading cost)	7,349	
Cost incurred beyond the branch line	49,941	
Total variable (avoidable) cost		103,123
Net contribution (loss): total		(40,994)
Average per carload	(236)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 800 crossties (an average of 178 crossties per mile).

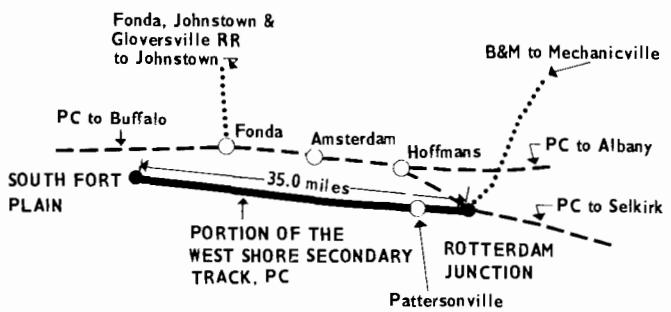
Preliminary Recommendation

It is *not* recommended that the Camden Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $40,994 or $236 per carload. Recovery of costs would require approximately a 330 percent increase in traffic or a 65 percent rate increase over the 1973 levels.

PORTION OF THE WEST SHORE SECONDARY TRACK

USRA Line No. 81

Penn Central



This portion of the West Shore Secondary Track, formerly part of the New York Central RR., extends from *Rotterdam Junction* (Milepost 159.5) to *South Fort Plain, N.Y.* (Milepost 194.5), a distance of *35.0 miles*, in Schenectady and Montgomery Counties, New York. This line connects at Rotterdam Junction with the Hoffmans Branch and the West Shore Branch of the PC, and with the Boston & Maine RR. This line was described as potentially excess in the U.S. DOT Report, except for 1.3 miles between Rotterdam Junction and Pattersonville, which was not described as excess (see Zones 42 and 43).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
S. Amsterdam	144
Fultonville	28
Canajoharie	1,063
South Fort Plain	361
Total carloads generated by the line	1,596
Average carloads per week	30.7
Average carloads per mile	45.6
Average carloads per train	10.6
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	12.0
Locomotive horsepower	2,000
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the loss of rail freight service might be disastrous to several industries on this line and to the towns in which they are located. Shippers stated that poor car supply and service reduced their use of freight service. The Mohawk Railway Company, not now an operating company, expressed an interest in acquiring and operating this line.

Information for Line Retention Decision

Revenue received by PC		$595,413
Average revenue per carload		$373
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	386,738	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	26,213	
Cost incurred beyond the branch line	458,275	
Total variable (avoidable) cost		871,226
Net contribution (loss): total		(275,813)
Average per carload		(173)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 3,000 crossties (an average of 85 crossties per mile).

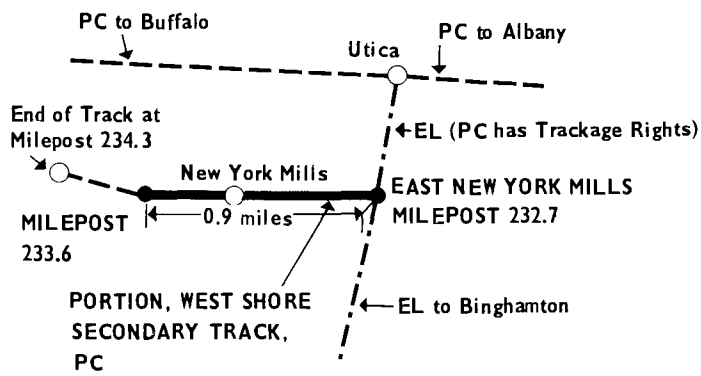
Preliminary Recommendation

It is *not* recommended that this portion of the West Shore Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $275,813 or $173 per carload. Recovery of costs would require approximately a two-fold increase in traffic or a 50 percent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone, will not make the line viable.

PORTION OF WEST SHORE SECONDARY TRACK

USRA Line No. 83a

Penn Central



This portion of the West Shore Secondary Track, formerly part of the New York Central RR, extends from *Milepost 232.7* near *South Utica, to Milepost 233.6* near *New York Mills, N.Y.*, a distance of *0.9 mile*, in Oneida County, New York. The continuation of this line, also under study, continues westward from Milepost 233.6. The line connects at Milepost 232.7 with the Erie Lackawanna Ry.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
New York Mills [1]	176
Total carloads generated by the line	176
Average carloads per week	3.4
Average carloads per mile	195.5
Average carloads per train	3.9
1973 operating information:	
Number of round trips per year	45
Estimated time per round trip (hours)	1.0
Locomotive horsepower	600
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report". The most active rail shipper appears to be Vicks Lithograph Co. which receives large rolls of paper. Team track service for this shipper would be available within five miles of the plant.

Information for Line Retention Decision

Revenue received by PC		$56, 644
Average revenue per carload	$322	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	19, 793	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	1, 841	
Cost incurred beyond the branch line	45, 744	
Total variable (avoidable) cost		67, 351
Net contribution (loss): total		(10, 707)
Average per carload	(61)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 200 crossties (an average of 222 crossties per mile).

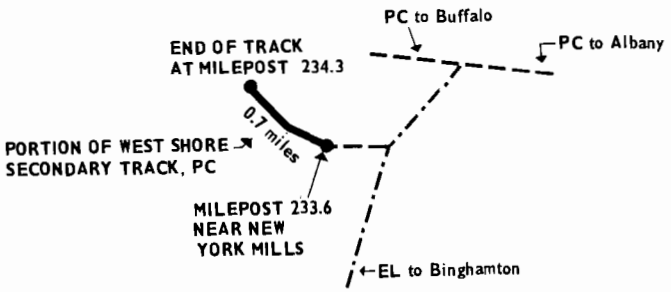
Preliminary Recommendation

It is *not* recommended that this portion of the West Shore Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $10,707 or $61 per carload. Recovery of costs would require approximately a 100 percent increase in traffic or a 20 percent rate increase over the 1973 levels.

PORTION OF WEST SHORE SECONDARY TRACK

USRA Line No. 84

Penn Central



This portion of the West Shore Secondary Track, formerly part of the New York Central RR, extends from *Milepost 233.6* near *New York Mills, N.Y.*, to *End of track at* Milepost 234.3, a distance of *0.7 miles*, in Oneida County, N.Y. A continuation of this line is also under study in this Report. In November 1972, the PC applied for permission to abandon this line and replace service by trackage rights over a nearby Erie Lackawanna line. No action has been taken. This line was described as potentially excess in the U.S. DOT Report (see Zone 45).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Highway construction now being undertaken by the State of New York would necessitate substantial investment on the bridge on this line. The state is prepared to construct a siding between Niagara Mohawk Power Co. (the only shipper on this line) and the Erie Lackawanna in order to avoid interference with the highway construction.

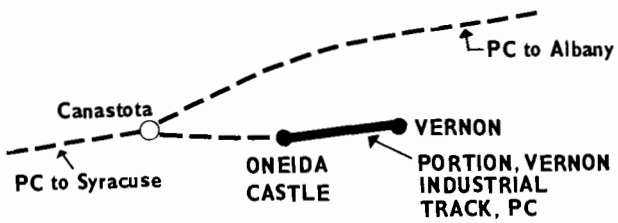
Preliminary Recommendation

It is *not* recommended that this portion of the West Shore Secondary Track be included in the ConRail System.

PORTION OF VERNON INDUSTRIAL TRACK

USRA Line No. 85

Penn Central



This portion of the Vernon Industrial Track, formerly part of the New York Central RR, extends from *Vernon* (Milepost 246.3), to *Oneida Castle, NY* (Milepost 252.5), a distance of *6.2 miles*, in Oneida County, New York. The continuation of this line extends westward from Oneida Castle. It is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 45).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Vernon	269
Oneida Castle [1]	95
Total carloads generated by the line	364
Average carloads per week	7.0
Average carloads per mile	58.7
Average carloads per train	4.9
1973 operating information:	
Number of round trips per year	75
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,000
Train crew size	5

[1] (Includes only traffic on segment.)

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that on this line a food manufacturing industry, which according to the Eastern Federation of Food Merchants, is a unique rail user industry. RSPO reported shipments of 98 cars by Vernon Milling Company and 40 cars by Lamos Feed Service during 1973. Lamos Feed expected its business to decline to 10 cars in 1974. USRA received correspondence from Pahl's Agway showing that this firm receives 200–240 cars per year.

Information for Line Retention Decision

Revenue received by PC		$146,606
Average revenue per carload	$403	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	65,140	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	6,238	
Cost incurred beyond the branch line	98,320	
Total variable (avoidable) cost		169,698
Net contribution (loss): Total		(23,092)
Average per carload	(63)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 900 crossties (an average of 145 crossties per mile).

Although service to the entire line generates a loss, service to the line from Milepost 252.5 to Milepost 251.9 (serving shippers at Oneida Castle who generated 95 carloads in 1973) would generate $45,231 in revenue and $38,360 in costs with a resulting net contribution of $6,871 or $72 per carload.

Recommendation

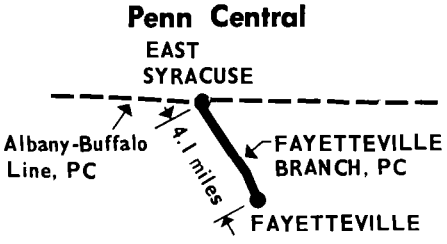
It is recommended that the portion of the Vernon Industrial Track from Milepost 252.5 to Milepost 251.9 be included in the ConRail System.

Preliminary Recommendation

It is *not* recommended that the portion of the Vernon Industrial Track from Milepost 251.9 to Milepost 246.7 be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $29,967 or $111 per carload. Recovery of costs would require approximately a 70 percent increase in traffic or a 30 percent rate increase over the 1973 levels.

FAYETTEVILLE BRANCH

USRA Line No. 86



The Fayetteville Branch, formerly part of the New York Central RR, extends from *East Syracuse* (Milepost 5.8), to *Fayetteville, N.Y.* (Milepost 9.9), a distance of *4.1 miles*, in Onondaga County, New York. At East Syracuse, this line connects with the Albany-Buffalo Line of the PC. This line was described as potentially excess in the U.S. DOT Report (see Zone 46).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Fayetteville	111
Total carloads generated by the line	111
Average carloads per week	2.1
Average carloads per mile	27.1
Average carloads per train	1.9
1973 operating information:	
Number of round trips per year	60
Estimated time per round trip (hours)	1.5
Locomotive horsepower	1,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" centered on the need for continued rail service and the potential ad-

verse affects of having to substitute motor carrier service. One company indicated that loss of rail service eventually would force it to terminate operations.

Information for Line Retention Decision

Revenue received by PC		$40,999
Average Revenue Per Carload:	$369	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	35,916	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	6,993	
Cost incurred beyond the branch line	27,040	
Total variable (avoidable) cost		69,949
Net contribution (loss): total		(28,950)
Average per carload	(260)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 1,200 crossties (an average of 292 crossties per mile).

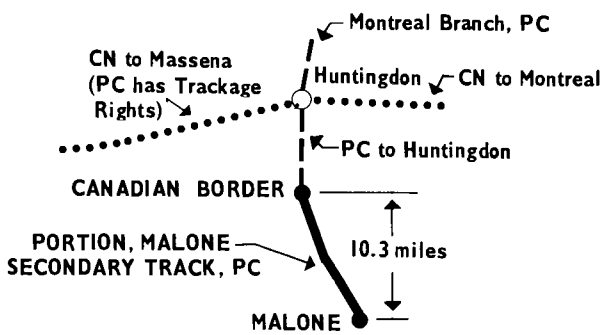
Preliminary Recommendation

It is *not* recommended that the Fayetteville Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $28,950 or $260 per carload. Recovery of costs would require approximately a two-fold increase in traffic or a 70 per cent rate increase over the 1973 levels.

PORTION OF THE MALONE SECONDARY TRACK

USRA Line No. 87

Penn Central



This portion of the Malone Secondary Track, formerly part of the New York Central RR, extends from *Malone, N.Y.* (Milepost 0.0) to the *Canadian Border* (Milepost 10.3), a distance of *10.3 miles*, in Franklin County, N.Y. A continuation of this line extends northward across the Canadian Border to Huntingdon, Quebec where it connects with the Canadian National Railways and the Montreal Branch of the PC. The PC also operates over the CN-GT from Huntingdon to Massena, N.Y. This line was described as potentially excess in the U.S. DOT Report (see Zone 41).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line: Malone	480
Total carloads generated by the line:	480
Average carloads per week	9.2
Average carloads per mile	46.6
Average carloads per train	9.6
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	12.0
Locomotive horsepower	2,000
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the loss of service over this line would adversely impact the area's agriculture industry and would limit future development. Mayor Tulloch of Malone testified that area users would be willing to pay the extra cost of keeping the line in operation.

The State of N.Y. reported that its studies show the line between Malone and Huntington, P.Q. generating a profit of $16,995 on 515 carloads of traffic. The annual community loss would be $23,060, plus $22,482 in net local property taxes.

Information for Line Retention Decision

Revenue received by PC		$210,718
Average revenue per carload	$439	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	125,225	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	7,514	
Cost incurred beyond the branch line	168,030	
Total variable (avoidable) cost		300,769
Net contribution (loss): total		(90,051)
Average per carload	(188)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 500 crossties (an average of 48 crossties per mile).

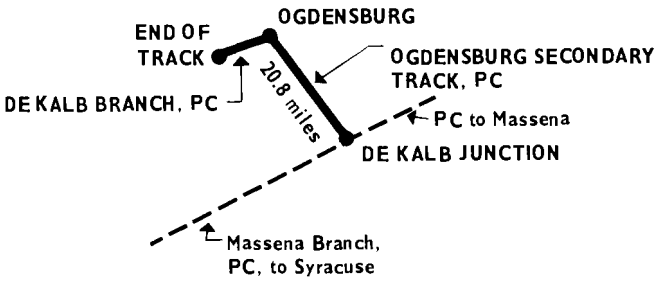
Preliminary Recommendation

It is *not* recommended that this portion of the Malone Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $90,051 or $188 per carload. Recovery of costs would require approximately a two-fold increase in traffic or a 45 per cent rate increase over the 1973 levels.

OGDENSBURG SECONDARY TRACK AND DEKALB BRANCH

USRA Line No. 89a

Penn Central



The Ogdensburg Secondary Track, formerly part of the New York Central RR, extends from *DeKalb Junction* (Milepost 0.0), to *Ogdensburg, N.Y.* (Milepost 19.0), and the DeKalb Branch, also formerly part of the New York Central RR, extends from end-of-track near Ogdensburg (Milepost 132.5) to Ogdensburg (Milepost 134.3), for a combined distance of *20.8 miles*, in Saint Lawrence County, N.Y. At DeKalb Junction this line connects with the Massena Branch of the PC. This line was not described as potentially excess in the U.S. DOT Report (see Zone 44).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Ogdensburg	2,061
DeKalb Junction	0
Heuvelton	251
Total Carloads generated by the line	2,312
Average carloads per week	44.5
Average carloads per mile	111.2
Average carloads per train	9.3
1973 Operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	5.0
Locomotive horsepower	2,000
Train crew size	3

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Diamond International Corporation uses this line and shipped or received 340 carloads of woodpulp, coal and chemicals over this line in 1973. They said that this is the only line serving this part of northern New York State. A telegram from M. O'Neill of the Diamond Corporation stated that RSPO traffic data was incorrect as the company had 1,947 cars total for 1973.

Information for Line Retention Decision

Revenue received by PC		$747,375
Average revenue per carload	$323	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	250,655	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	23,654	
Cost incurred beyond the branch line	632,200	
Total variable (avoidable) cost		$906,509
Net contribution (loss): total		(159,134)
Average per carload	(69)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,000 crossties (an average of 96 crossties per mile).

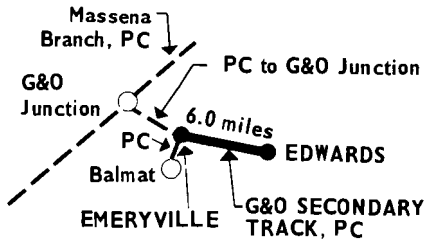
Preliminary Recommendation

It is *not* recommended that the Ogdensburg Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $159,134 or $69 per carload. Recovery of costs would require approximately a 140 percent increase in traffic or a 20 percent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone will not make the line viable.

PORTION OF THE G&O SECONDARY TRACK

USRA Line No. 90

Penn Central



This portion of the G&O Secondary Track, formerly part of the New York Central RR, extends from *Emeryville* (Milepost 8.0) to *Edwards, N.Y.* (Milepost 14.0), a distance of 6.0 miles, in St. Lawrence County, N.Y. A continuation of this line runs from Emeryville to G&O Junction, near Gouverneur, N.Y. At Emeryville an industrial spur diverges. This line was described as potentially excess in the U.S. DOT Report (See Zone 44).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Edwards	350
Total carloads generated by the line	350
Average carloads per week	6.7
Average carloads per mile	58.0
Average carloads per train	2.5
1973 operating information:	
Number of round trips per year	140
Estimated time per round trip (hours)	3.0
Locomotive horsepower	1,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the line is used to move ore concentrates. The mining operation is marginal and the loss of rail service may force cessation of operations.

Information for Line Retention Decision

Revenue received by PC		$133,394
Average revenue per carload	$381	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	70,565	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	6,260	
Cost incurred beyond the branch line	96,638	
Total variable (avoidable) cost		173,463
Net contribution (loss): total		(40,069)
Average per carload		(115)

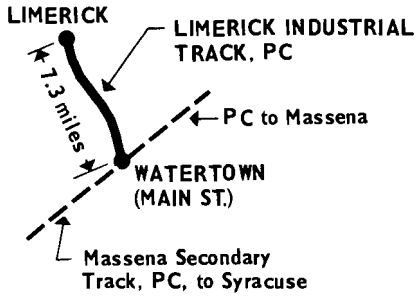
This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of 250 crossties (an average of 41 crossties per mile).

Preliminary Recommendation

It is *not* recommended that this portion of the G&O Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $40,069 or $115 per carload. Recovery of costs would require approximately a two-fold increase in traffic or a 30 percent rate increase over the 1973 levels.

LIMERICK INDUSTRIAL TRACK

USRA Line No. 92/93



The Limerick Industrial Track formerly part of the New York Central RR, extends from *Watertown* (Milepost 1.5) to *Limerick, N.Y.* (Milepost 8.8), a distance of *7.3 miles*, in Jefferson County, New York. At Watertown, this line connects with the Massena Secondary Track of the Penn Central. This line was described as potentially excess in the U.S. DOT Report (see Zone 44).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Brownville	240
Limerick	123
Watertown[1]	57
Total carloads generated by the line	420
Average carloads per week	8.1
Average carloads per mile	57.5
Average carloads per train	2.8
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	3
Locomotive horsepower	2,000
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their

reports entitled, "The Public Response to the Secretary of Transportation's Rail Service Report," indicated that 422 families would be affected if this line were abandoned. USRA data shows that the Latex Fiber Corp. cancelled its sidetrack agreement in April 1970 and uses a PC freight house in Watertown, N.Y., for transshipment of its rail freight. While USRA identified the Pargas Co., Brownville Paper Co., and Jefferson County Highway Dept. as shippers on the line, RSPO testimony identified the J. P. Lewis Co. as an additional shipper on the line. The Brownville Paper Co. appears to use the same PC freight house in Watertown rather than its siding.

Information for Line Retention Decision

Revenue received by PC		$171,598
Average revenue per carload	$409	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	83,323	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	9,896	
Cost incurred beyond the branch line	115,083	
Total variable (avoidance) cost		208,302
Net contribution (loss): total		(36,704)
Average per carload	(87)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,000 crossties (an average of 137 crossties per mile).

Preliminary Recommendation

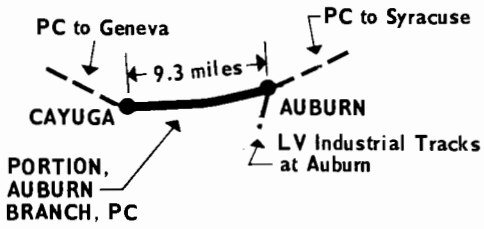
It is *not* recommended that the Limerick Industrial Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates a loss amounting to $36,704 or $87 per carload. Recovery of costs would require approximately a 65 percent increase in traffic or a 21 percent rate increase over the 1973 levels. Costs may also be lowered by reducing frequency, although this alone will not make the line viable.

PORTION OF AUBURN BRANCH

USRA Line No. 95

Penn Central

This portion of the Auburn Branch, formerly part of the New York Central RR, extends from *Auburn* (Milepost 26.9) to *Cayuga, N.Y.* (Milepost 36.1), a distance of *9.2 miles*, in Cayuga County, New York.



Continuations of this line extend eastward to Syracuse and westward to Geneva. The latter is also under study in this report. The Lehigh Valley RR also uses these tracks to reach industrial trackage at Auburn. In June 1973, the PC applied to the ICC for permission to abandon this line, Docket No. AB-5, Sub. 165. No final action has been taken. This line was not described as potentially excess in the U.S. DOT Report (see Zone 52).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Relius	34
Total carloads generated by the line	34
Average carloads per week	0.7
Average carloads per mile	3.7
Average carloads per train	2.3
1973 operating information:	
Number of round trips per year	15
Estimated time per round trip (hours)	1.5
Locomotive horsepower	2,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No information was provided at the hearings conducted by the Rail Services Planning Office concerning this line segment.

Information for Line Retention Decision

Revenue received by PC		$12,520
Average revenue per carload	$368	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	61,614	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	10,329	
Total variable (avoidable) cost		71,943
Net contribution (loss): total		(59,423)
Average per carload	(1,748)	

This line would require no upgrading to meet requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.).

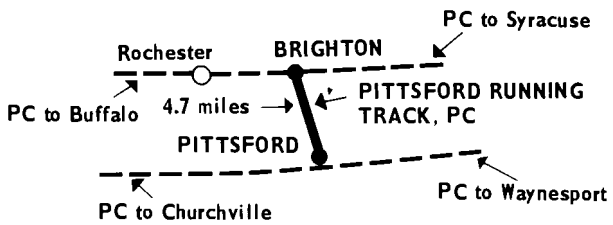
Preliminary Recommendation

It is *not* recommended that this portion of the Auburn Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $59,423 or $1,748 per carload. Recovery of costs would require approximately a twenty-eight-fold increase in traffic or a 475 percent rate increase over the 1973 levels.

PITTSFORD RUNNING TRACK

USRA Line No. 96

Penn Central



The Pittsford Running Track, formerly part of the New York Central RR, extends from *Pittsford* (Milepost 93.9), to *Brighton, N.Y.* (Milepost 98.6), a distance of *4.7 miles*, in Monroe County, New York. At Brighton, this line connects with the Albany-Buffalo line of the PC. This line was not shown in the U.S. DOT Report (see Zone 47).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Rochester[1]	66
Pittsford[1]	135
Total carloads generated by the line	201
Average carloads per week	3.9
Average carloads per mile	42.8
Average carloads per train	2.7
1973 operating information:	
Number of round trips per year	75
Estimated time per round trip (hours)	2
Locomotive horsepower	2,000
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Eber Bros. Wine and Liquor and Rochester Liquor are served by a siding on the Pittsford Branch which runs from Mortimer to Fairport. Both firms said without rail service they would go out of business. The NY DOT analysis showed 1973 figures for the entire line Rochester-Pittsford of 1,062 carloads, $67,080 community loss, $6,531 net local property taxes, and annual profit of $215,586. On May 25, 1974, Eber Bros. submitted, along with Rochester Liquor Corp., an exhibit to the USRA which said that the traffic of their two firms alone justified retention of the segment.

Information for Line Retention Decision

Revenue received by PC		$115,935
Average revenue per carload	$577	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	47,228	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	5,972	
Cost incurred beyond the branch line	42,459	
Total variable (avoidable) cost		95,659
Net contribution (loss): total		20,266
Average per carload	100	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 700 crossties (an average of 148 crossties per mile).

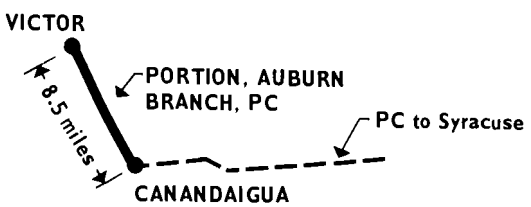
Recommendation

It is recommended that the Pittsford Running Track be included in the ConRail System.

PORTION OF THE AUBURN BRANCH

USRA Line No. 98

Penn Central



This portion of the Auburn Branch, formerly part of the New York Central RR, extends from *Canandaigua* (Milepost 76.0), to *Victor, N.Y.* (Milepost 84.5), a distance of *8.5 miles*, in Ontario County, New York. A continuation of this line runs from Canandaigua to Syracuse. This line was described as potentially excess in the U.S. DOT Report (see Zone 52).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Victor	239
Total carloads generated by the line	239
Average carloads per week	4.6
Average carloads per mile	28.1
Average carloads per train	4.8
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	2.0
Locomotive horsepower	2,000
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated concern about the potential increase in transportation costs if the shippers are forced to use motor carrier service. Testimony also stated that a building and forest products manufacturer is considering the establishment of a distribution center on this line.

Information for Line Retention Decision

Revenue received by PC		$85,521
Average revenue per carload	$358	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	68,726	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	70,633	
Total variable (avoidable) cost		139,359
Net contribution class: Total		(53,838)
Average per carload	(225)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 mph). Available data indicates that, with the establishment of a proposed new firm on this line, the traffic volume may increase by 900 to 1,100 carloads annually.

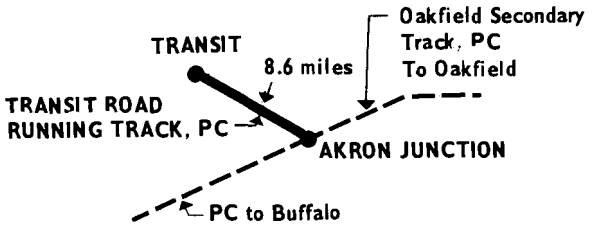
Preliminary Recommendation

Although the preliminary recommendation is that this portion of the Auburn Branch not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $53,838 or $225 per carload. Recovery of costs would require approximately a two-fold increase in traffic or a 63 percent rate increase over the 1973 levels.

TRANSIT ROAD RUNNING TRACK

USRA Line No. 100–101

Penn Central



The Transit Road Running Track, formerly part of the New York Central RR, extends from *Akron Junction* (Milepost 17.9) to *Transit, N.Y.* (Milepost 26.5), a distance of *8.6 miles, in* Erie County, N.Y. This line connects at Akron Junction with the Oakfield Secondary Track of the PC. In October 1972, the PC applied to the ICC for permission to abandon the portion of this line from Clarence Center (M.P. 25.0) to Transit, a distance of 1.5 miles (Docket No. AB–5, Sub. 120). No action has been taken on this application. This line was described as potentially excess in the U.S. DOT Report (see Zone 49).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Clearance Center	293
Transit	19
Total carloads generated by the line	312
Average carloads per week	6.0
Average carloads per mile	36.3
Average carloads per train	2.1
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	4.0
Locomotive horsepower	1,600
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" related pri-

marily to the mislocation of Clarence Center on the Zone map.

Information for Line Retention Decision

Revenue received by PC		$151,840
Average revenue per carload	$486	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	97,791	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	23,565	
Cost incurred beyond the branch line	76,897	
Total variable (avoidable) cost		198,253
Net contribution (loss): total		(46,413)
Average per carload	(148)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 4,300 crossties (an average of 500 crossties per mile).

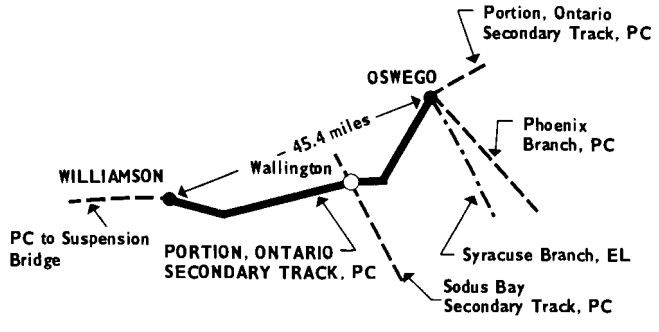
Preliminary Recommendation

It is *not* recommended that the Transit Road Running Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $46,413 or $148 per carload. Recovery of costs would require approximately a 60 percent increase in traffic or a 30 percent rate increase over the 1973 levels.

PORTION OF THE ONTARIO SECONDARY TRACK

USRA Line No. 102

Penn Central



This portion of the Ontario Secondary Track, formerly part of the New York Central RR, extends from *Oswego* (Milepost 26.6) *to Williamson, N.Y.* (Milepost 72.0), a distance of *45.4 miles*, in Oswego, Cayuga and Wayne Counties, New York. A continuation of this line runs from Oswego to Scriba (also under study in this report). At Oswego, this line connects with the Phoenix Branch of the PC and the Syracuse Branch of the EL Railway. The Sodus Bay Secondary Track of the PC (also under study in this report) intersects at Wallington. A westerly continuation of this line runs from Williamson to Suspension Bridge (also under study in this report). This line was described as potentially excess in the U.S. DOT Report (see Zones 46, 47 and 52).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Furniss	4
Hannibal	102
Crocketts	30
Red Creek	221
Wolcott	329
North Rose	50
Alton	41
Sodus	52
E. Williamson	72
Williamson	544
Total carloads generated by the line	1,445
Average carloads per week	27.8
Average carloads per mile	31.8
Average carloads per train	6.6
1973 operating information:	
Number of round trips per year	220
Estimated time per round trip (hours)	11.0
Locomotive horsepower	1,600
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that several firms along this line are very concerned about the potential loss of rail service to Red Creek, Hannibal and Sterling. Rochester Gas & Electric has chosen Sterling as one of two alternative sites for a new coal-fired generating station.

Information for Line Retention Decision

Revenue received by PC		$631,661
Average revenue per carload	$437	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	493,040	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	104,634	
Cost incurred beyond the branch line	445,380	
Total variable (avoidable) cost		1,043,054
Net contribution (loss): total		(411,393)
Average per carload	(285)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 22,700 crossties (an average of 500 crossties per mile). The traffic potential on this line appears to depend largely on the site chosen by Rochester Gas & Electric for its proposed generating station. Available information indicates that this new plant potentially would require 90 carloads of coal per day.

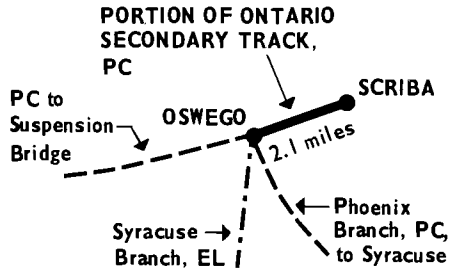
Preliminary Recommendation

Although the preliminary recommendation is that this portion of the Ontario Secondary Track not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $411,393, or $285 per carload. Recovery of costs would require approximately a two-fold increase in traffic, or a 65 percent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone will not make the line viable.

PORTION OF THE ONTARIO SECONDARY TRACK

USRA Line No. 102A

Penn Central



This portion of the Ontario Secondary Track, formerly part of the New York Central RR, extends from *Scriba (Nine-Mile Point)* (Milepost 22.2), to *Oswego, N.Y.* (Milepost 24.3), a distance of *2.1 miles*, in Oswego County, N.Y. At Oswego this line connects with the Phoenix Branch of the PC and the Syracuse Branch of the EL. A westerly continuation runs to Suspension Bridge (also under study in this Report). This line was described as potentially excess in the U.S. DOT Report (see Zone 46).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Oswego [1]	512
Total carloads generated by the line	512
Average carloads per week	9.8
Average carloads per mile	243.8
Average carloads per train	3.3
1973 operating information:	
Number of round trips per year	156
Estimated time per round trip (hours)	2.5
Locomotive horsepower	2,000
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Alcan Aluminum Co., located at Oswego Mill on this line, employs 801 people. Its original investment was in excess of $100 million, and construction costing $20 million is now underway to increase capacity of this plant.

In testimony submitted at Albany, N.Y. hearings, Clifford G. Pearson, Alcan Aluminum, confirmed construction of additional facilities at their plant. He also indicated that in 1973 they shipped 559 rail carloads and received 3,176 carloads.

Information for Line Retention Decision

Revenue received by PC		$235,862
Average revenue per carload	$461	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	46,735	
Cost of upgrading branch line to FRA class I: (1/10 of total upgrading cost)	5,209	
Cost incurred beyond the branch line	126,215	
Total variable (avoidable) cost		178,159
Net Contribution (loss): total		57,703
Average per carload	113	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which, has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 50 crossties (an average of 24 crossties per mile).

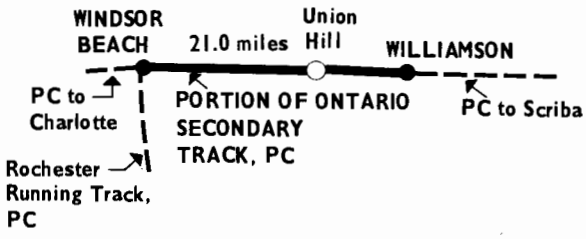
Recommendation

It is recommended that this portion of the Ontario Secondary Track be included in the ConRail System.

PORTION OF THE ONTARIO SECONDARY TRACK

USRA Line No. 103–104

Penn Central



This portion of the Ontario Secondary Track, formerly part of the New York Central RR, extends from *Williamson* (Milepost 72.0) to *Windsor Beach, N.Y.* (Milepost 93.0), a distance of *21.0 miles*, in Wayne and Monroe Counties, N.Y. An easterly continuation of this line runs from Williamson to Scriba (also under study in this report). At Windsor Beach, this line connects with the Rochester Running Track of the PC (also under study in this report). A westerly continuation of this line extends from Windsor Beach to Charlotte. In August 1973, the PC applied to the ICC for permission to abandon the portion of this line from Williamson to Union Hill (Milepost 81) Docket No. AB–5, Sub. 75. No action has been taken on this application. This line was described as potentially excess in the U.S. DOT Report (see Zone 47).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Ontario	78
Union Hill	39
Webster	217
Sea Breeze	1
Total carloads generated by the line	335
Average carloads per week	6.4
Average carloads per mile	16.0
Average carloads per train	4.2
1973 operating information:	
Number of round trips per year	80
Estimated time per round trip (hours)	8.0
Locomotive horsepower	1,600
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their report entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated a general concern about the high cost of alternative transportation and the resulting impact on the involved firms. One shipper located at Webster anticipates a substantial increase in outbound carloadings over the next few years.

Information for Line Retention Decision

Revenue received by PC		$111,996
Average revenue per carload	$334	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	185,511	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading Cost)	43,453	
Cost incurred beyond the branch line	92,092	
Total variable (avoidable) cost		321,056
Net contribution (loss): total		(209,060)
Average per carload	(624)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 9,600 crossties (an average of 457 crossties per mile). Available data indicates anticipated traffic growth on this line of approximately 700 carloads over the next seven years.

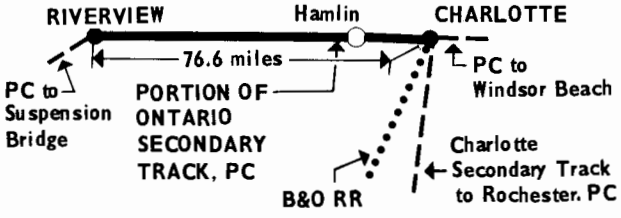
Preliminary Recommendation

It is *not* recommended that this portion of the Ontario Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $209,060 or $624 per carload. Recovery of costs would require approximately a ten-fold increase in traffic or a 190 percent rate increase over the 1973 levels.

PORTION OF THE ONTARIO SECONDARY TRACK

USRA Line No. 105/107

Penn Central



This portion of the Ontario Secondary Track, formerly part of the New York Central RR, extends from *Charlotte* (Milepost 95.6) to *Riverview, N.Y.* (Milepost 172.2), a distance of *76.6 miles*, in Monroe, Orleans and Niagara Counties, N.Y. An easterly continuation of this line runs from Charlotte to Windsor Beach and a westerly continuation runs from Riverview to Suspension Bridge (the latter also under study in this Report).

At Charlotte, this line connects with the Charlotte Secondary Track of the PC and with the B&O RR. In August 1972, the PC applied to the ICC for permission to abandon the portions of this line from Hamlin (Milepost 111.0) to Riverview, Docket No. AB–5 (Sub. No. 90). No action has been taken on this application. This line was described as potentially excess in the U.S. DOT Report (see Zones 47 and 49).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Odenbach	0
Hilton	16
Walker	1
Hamlin	598
Morton	9
Carlton	3
Waterport	24
Ashwood	0
Lyndonville	45
Millers	0
Barker	50
Appleton	2
Burt	1
Wilson	99
Elberta	8
Ransomville	196
Model City	34
Total carloads generated by the line	1,086
Average carloads per week	20.9
Average carloads per mile	14.0
Average carloads per train	10.4
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	12.0
Locomotive horsepower	1,600
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Allied Chemical, Duffy-Mott, Seneca Food Corp., and Comstock Foods shipped more than 100 carloads per year.

Information for Line Retention Decision

Revenue received by PC		$584,330
Average revenue per carload	$538	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	599,736	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	176,225	
Cost incurred beyond the branch line	315,012	
Total variable (avoidable) cost		1,090,973
Net contribution (loss): total		(506,643)
Average per carload	(467)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards. Based on available information, this upgrading would include the replacement of a total of 38,250 crossties (an average of 492 per mile).

Information was received indicating that Alcoa Aluminum plans to locate a plant in Lewiston, N.Y., which would ship 200 to 600 carloads per year. However, a 190 percent increase in traffic would be required for financial self-sufficiency.

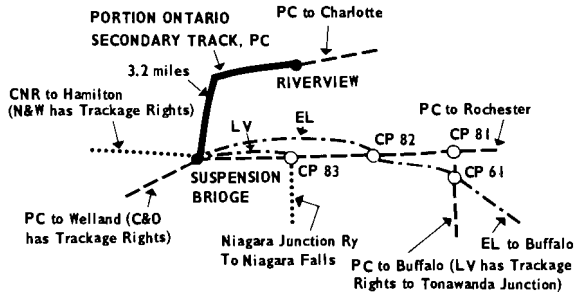
Preliminary Recommendation

It is *not* recommended that this portion of the Ontario Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $506,643 or $467 per carload.

PORTION OF THE ONTARIO SECONDARY TRACK

USRA Line No. 106

Penn Central



This portion of the Ontario Secondary Track, formerly part of the New York Central RR, extends from *Riverview* (Milepost 172.2) to *Suspension Bridge, N.Y.* (Milepost 175.4), a distance of *3.2 miles*, in Niagara County, N.Y. From Riverview a continuation of this line runs to Scriba (also under study in this Report). At Suspension Bridge this line connects with the Montrose Branch, Niagara Branch and Falls Road Branch of the PC, the Grand Trunk Ry, the N&W, LV, EL, and C&O. This line was described as potentially excess in the U.S. DOT Report (see Zone 49).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Niagara Falls	1,305
Suspension Bridge	3,212
Total carloads generated by the line	4,517
Average carloads per week	86.9
Average carloads per mile	1,411.6
Average carloads per train	18.1
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	9
Locomotive horsepower	1,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." Information received by USRA from the State of New York and the Niagara Frontier Transportation Committee indicated that there is considerable interest in working with the railroads to rationalize the urban rail plant.

Information for Line Retention Decision

Revenue received by PC		$2,567,037
Average revenue per carload	$568	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	213,538	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	4,411	
Cost incurred beyond the branch line	1,210,843	
Total variable (avoidable) cost		1,428,792
Net contribution (loss): total		1,138,245
Average per carload	252	

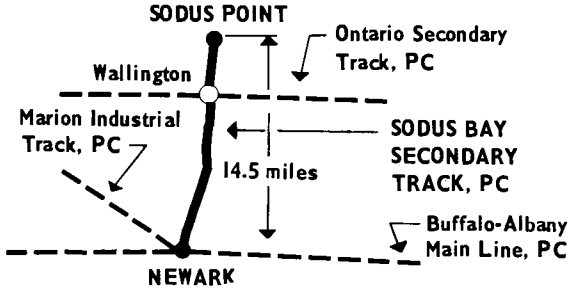
This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 100 crossties (an average of 31 crossties per mile).

Recommendation

It is recommended that this portion of the Ontario Secondary Track be included in the ConRail System.

SODUS BAY SECONDARY TRACK

USRA Line No. 108



The Sodus Bay Secondary Track, formerly part of the Pennsylvania RR, extends from *Newark* (Milepost 18.8) to *Sodus Point, N.Y.* (Milepost 33.3), a distance of *14.5 miles*, in Wayne County, New York. At Wallington, this line connects with the Ontario Secondary Track of the PC (also under study in this report). At Newark, this line connects with the Marion Industrial Track of the PC (also under study in this report), and with the Buffalo-Albany line of the PC. In October 1972, the PC applied to the ICC for permission to abandon this line. Docket No. AB–5, Sub. 133. No action has been taken on this application. This line was described as potentially excess in the U.S. DOT Report (see Zone 47).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Sodus Center	11
Wallington	21
Sodus Point	47
Total carloads generated by the line	79
Average carloads per week	1.5
Average carloads per mile	5.5
Average carloads per train	1.6
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	4
Locomotive horsepower	600
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" centered on the traffic potential of this line. In late November 1973, Genesee Brewing at Sodus Point began using rail service much more heavily.

Information for Line Retention Decision

Revenue received by PC		$45,576
Average revenue per carload	$577	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	112,836	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	30,342	
Total variable (avoidable) cost		143,178
Net contribution (loss): total		(97,602)
Average per carload		(1,236)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Available data indicates that this line has experienced a large increase in traffic in 1974 due to the increased use of rail service by Genesee Brewing Company.

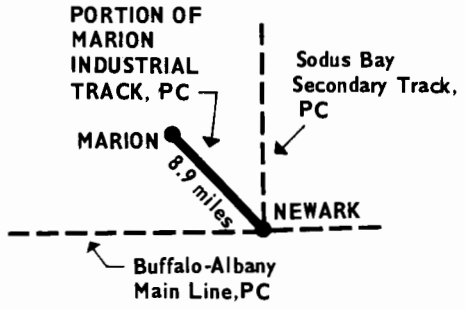
Preliminary Recommendation

Although the preliminary recommendation is that the Sodus Bay Secondary Track not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $97,602 or $1,236 per carload. Recovery of costs would require approximately a six-fold increase in traffic or a 200 per cent rate increase over the 1973 levels.

MARION INDUSTRIAL TRACK

USRA Line No. 109–110

Penn Central



The Marion Industrial Track, formerly part of the Pennsylvania RR, extends from *Newark* (Milepost 0.0) to *Marion, N.Y.* (Milepost 8.9), a distance of *8.9 miles*, in Wayne county, New York. At Newark, this line connects with the Buffalo-Albany Line and the Sodus Bay Secondary Track of the PC (also under study in this report). This line was described as potentially excess in the U.S. DOT Report (see Zone 47).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Marion	487
Total carloads generated by the line	487
Average carloads per week	9.4
Average carloads per mile	54.7
Average carloads per train	3.9
1973 Operating information:	
Number of round trips per year	125
Estimated time per round trip (hours)	5.0
Locomotive horsepower	600
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" concerned the potential impact on the agricultural community and the extra costs of using motor carrier service.

Information for Line Retention Decision

Revenue received by PC		$197,051
Average revenue per carload	$405	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	105,804	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	53,643	
Cost incurred beyond the branch line	140,600	
Total variable (avoidable) cost		300,047
Net contribution (loss): total		(102,996)
Average per carload		(211)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 5,340 crossties (an average of 600 crossties per mile).

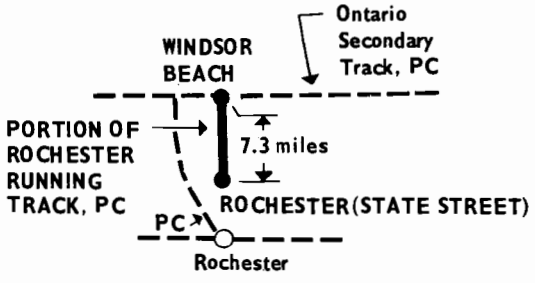
Preliminary Recommendation

It is *not* recommended that the Marion Industrial Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $102,996 or $211 per carload. Recovery of costs would require approximately a two-fold increase in traffic or a 50 percent rate increase over the 1973 levels.

ROCHESTER RUNNING TRACK

USRA Line No. 111

Penn Central



The Rochester Running Track, formerly part of the New York Central RR, extends from *Windsor Beach* (Milepost 0.0) to *Rochester, N.Y.* (Milepost 7.3), a distance of *7.3 miles*, in Monroe County, N.Y. At Wind-

sor Beach this line connects with the Ontario Secondary Track of the PC of which the portion to the east is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 47).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Rochester [1]	404
Total carloads generated by the line	404
Average carloads per week	7.8
Average carloads per mile	55.3
Average carloads per train	3.9
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	8
Locomotive horsepower	3,000
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." USRA staff has found that the Rochester Gas & Electric power plant at M.P. 7.0 converted five of its six boilers to oil in mid-1973.

Information for Line Retention Decision

Revenue received by PC		$134,010
Average revenue per carload	$332	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	125,652	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	24,719	
Cost incurred beyond the branch line	68,092	
Total variable (avoidable) cost		218,463
Net contribution (loss): Total		(84,453)
Average per carload	(209)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 3,650 crossties (an average of 500 crossties per mile).

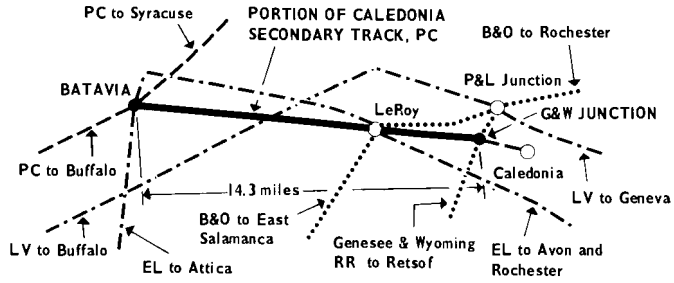
Preliminary Recommendation

It is *not* recommended that the Rochester Running Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $84,453 or $209 per carload. Recovery of costs would require approximately a 130 percent increase in traffic or a 60 percent rate increase over the 1973 levels. The final recommendation for this line requires additional information concerning the long-run use of coal at the Rochester Gas and Electric plant served by this line.

PORTION OF THE CALEDONIA SECONDARY TRACK

USRA Line 112

Penn Central



This portion of the Caledonia Secondary Track, formerly part of the New York Central RR, extends from *Caledonia* (Milepost 32.7) to *Batavia, N.Y.* (Milepost 49.0), a distance of *16.3 miles*, in Genesee and Livingston Counties, N.Y. At Batavia, this line connects with the Buffalo-Albany Line of the PC, and the Erie Lackawanna Attica Branch. At LeRoy, this line connect with the B&O Railroad and the Erie Lackawanna Attica Branch. At G&W Junction, this line connects with the Genesee & Wyoming Railroad. This line, except for small portions near Batavia and near G&W Junction, was described as potentially excess in the U.S. DOT Report (see Zones 47 and 48).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Caledonia	8,092
Le Roy	307
Stafford	10
Total carloads generated by the line	8,409
Average carloads per week	161.7
Average carloads per mile	516
Average carloads per train	24.0
1973 operating information:	
Number of round trips per year	350
Estimated time per round trip (hours)	5
Locomotive horsepower	1,600
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportion's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$3,336,058
Average revenue per carload	$397	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	301,205	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	27,125	
Cost incurred beyond the branch line	2,331,117	
Total variable (avoidable) cost		2,659,447
Net contribution (loss): total		676,611
Average per carload	80	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 5,600 crossties (an average of 392 crossties per mile).

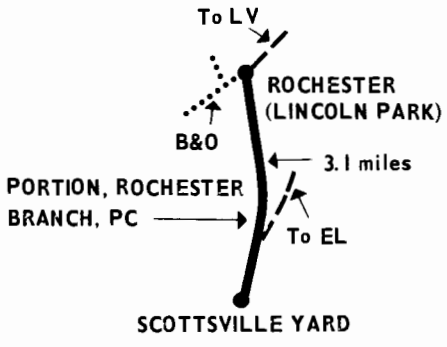
Recommendation

It is recommended that this portion of the Caledonia Secondary Track be included in the ConRail System.

PORTION OF THE ROCHESTER BRANCH

USRA Line No. 114a

Penn Central



This portion of the Rochester Branch, formerly part of the Pennsylvania RR, extends from *Rochester* (Milepost 0.0) to *Scottsville Yard, N.Y.* (Milepost 3.1), a distance of *3.1 miles*, in Monroe County, N.Y. This line was described as potentially excess in the U.S. DOT Report (see Zone 47).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:		
Rochester [1]		264
Total carloads generated by the line		264
Average carloads per week	5.1	
Average carloads per mile	85.2	
Average carloads per train	2.5	
1973 Operating Information:		
Number of round trips per year		104
Estimated time per round trip (hours)		4.0
Locomotive horsepower		1,500
Train crew size		5

[1] Includes only traffic on this segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$76,669
Average revenue per carload	$290	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	53,480	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	55,872	
Total variable (avoidable) cost		109,352
Net Contribution (loss): Total		(32,683)
Average per carload	(124)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I Track, which has a maximum safe operating speed of 10 mph).

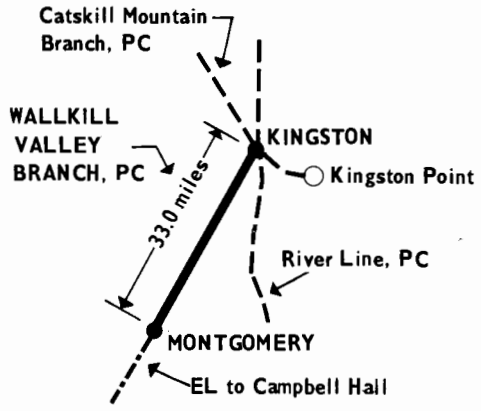
Preliminary Recommendation

It is *not* recommended that this portion of the Rochester Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $32,683 or $124 per carload. Recovery of costs would require approximately a 160 percent increase in traffic or a 45 percent rate increase over the 1973 levels.

WALLKILL VALLEY BRANCH

USRA Line No. 136

Penn Central



The Wallkill Valley Branch, formerly part of the New York Central RR, extends from *Kingston* (Milepost 0.0) to *Montgomery, N.Y.* (Milepost 33.0), a distance of *33.0 miles*, in Ulster and Orange Counties, N.Y. At Kingston, this line connects with the River Line and the Catskill Mountain Branch of the PC. The latter is also under study in this report. At Montgomery, this line connects with the EL line to Campbell Hall. This line was described as potentially excess in the U.S. DOT Report (see Zone 56).

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that most products shipped over this line are bulk commodities traveling long distances, therefore requiring rail service. A lumber company located at Walden registered a substantial increase in rail traffic in 1973 over its 1972 shipments. A paper products company, also located at Walden, has indicated plans to open a new plant, contingent on the availability of rail service, which will generate approximately 600 carloads per year.

Information for Line Retention Decision

This line is required for through freight service; therefore, local rail service will be provided to all shippers.

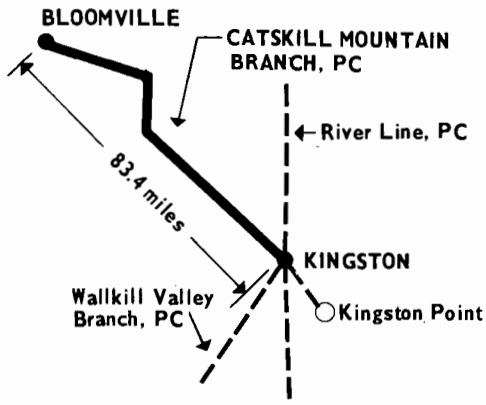
Recommendation

It is recommended that this portion of the Wallkill Valley Branch be included in the ConRail System.

CATSKILL MOUNTAIN BRANCH

USRA Line No. 137

Penn Central



The Catskill Mountain Branch, formerly part of the New York Central RR, extends from *Kingston* (Milepost 2.9) to *Bloomville, N.Y.* (Milepost 86.3), a distance of *83.4 miles*, in Ulster, Delaware and Schoharie Counties, New York. At Kingston, this branch connects with the River Line and the Wallkill Valley Branch of the PC. The latter is also under study in this report. In April 1972, the PC applied to the ICC for permission to abandon this branch (Docket No. AB–5, Sub. 10). In August, 1974, the PC applied to the USRA for permission to abandon the branch (Docket No. 75–11). No final action has been taken on either application. This line was described as potentially excess in the U.S. DOT Report (see Zones 54 and 56).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
W. Hurley	0
Phoencia	2
Grand Hotel	0
Fleischmanns	42
Arkville	7
Halcottville	1
Roxbury	346
Grand Gorge	23
Stamford	330
Hobart	3
South Kortright	87
Bloomville	6
Total carloads generated by the line	847
Average carloads per week	16.3
Average carloads per mile	10.1
Average carloads per train	4.7
1973 operating information:	
Number of round trips per year	180
Estimated time per round trip (hours)	11.5
Locomotive horsepower	1,800
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that further elimination of rail access might destroy the economic viability of certain key industries, agriculture in particular. Assemblyman George J. Farrell noted that there are several light industrial firms along this route which provide vital jobs and tax income for this economically depressed region. The State of N.Y. DOT reported that this line operated at a loss of $126,000 on 900 carloads of traffic between Kingston and Stamford. If the line were abandoned, the community loss would be $91,611 annually, while the property tax loss would amount to $72,000.

Information for Line Retention Decision

Revenue received by PC		$401, 715
Average revenue per carload	$474	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	672, 431	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	97, 579	
Cost incurred beyond the branch line	326, 107	
Total variable (avoidable) cost		1, 096, 117
Net contribution (loss): total		(694, 402)
Average per carload	(819)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 18,000 crossties (an average of 215 crossties per mile).

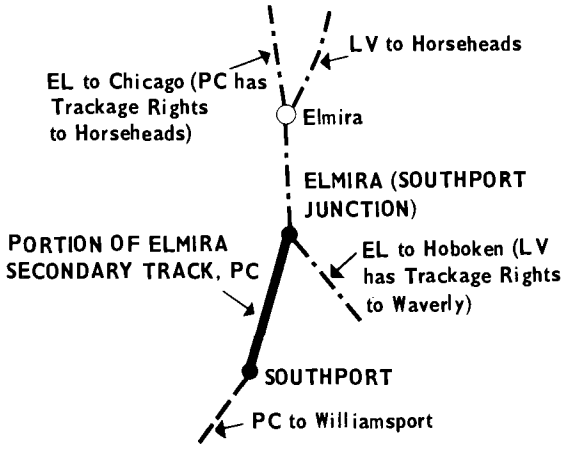
Preliminary Recommendation

It is *not* recommended that the Catskill Mountain Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $694,402 or $819 per carload. Recovery of costs would require approximately a nine-fold increase in traffic or a 170 percent rate increase over the 1973 levels. Costs may also be lowered by reducing frequency, although this alone will not make the line viable.

PORTION OF THE ELMIRA SECONDARY TRACK

USRA Line No. 230a

Penn Central



This portion of the Elmira Secondary Track, formerly part of the Pennsylvania RR, extends from *Southport* (Milepost 74.0) to *Elmira* (*Southport Junction*), *N.Y.* (Milepost 76.5), a distance of *2.5 miles* in Chemung County, N.Y. At Elmira, this line connects with the Jersey City-to-Chicago Line of the EL over which PC has trackage rights to Horseheads. From Southport, this line continues to Williamsport (also under study in this Report). LV also serves Elmira and Horseheads via trackage rights over the EL from Waverly. This line was described as potentially excess in the U.S. DOT Report (see Zone 52).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Elmira Southport [1]	48
Total carloads generated by the line	48
Average carloads per week	0.9
Average carloads per mile	19.2
Average carloads per train	0.9
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	1.0
Locomotive horsepower	2, 000
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$17,802
Average revenue per carload	$371	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	24,011	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	2,848	
Cost incurred beyond the branch line	7,897	
Total variable (avoidable) cost		34,756
Net contribution (loss): total		(16,954)
Average per carload		(353)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 800 crossties (an average of 320 crossties per mile).

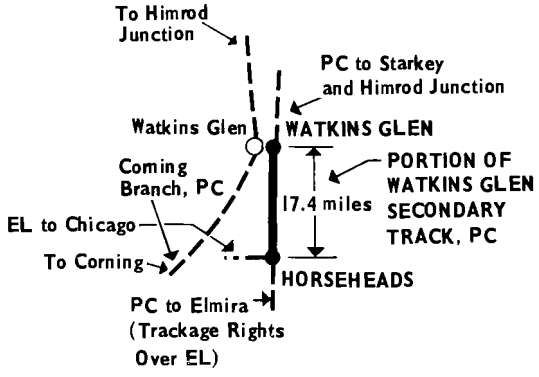
Preliminary Recommendation

It is *not* recommended that this portion of the Elmira Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $16,954 or $353 per carload. Recovery of costs would require approximately a 170 percent increase in traffic or a 95 percent rate increase over the 1973 levels.

PORTION OF THE WATKINS GLEN SECONDARY TRACK

USRA Line No. 231

Penn Central



This portion of the Watkins Glen Secondary Track, formerly part of the Pennsylvania RR, extends from *Horseheads* (Milepost 0.0) to *Watkins Glen, N.Y.* (Milepost 17.4), a distance of *17.4 miles*, in Chemung and Schuyler Counties, N.Y. A northerly continuation of this line runs from Watkins Glen to Starkey (also under study in this Report). This line connects with a PC line which runs from Horsheads to Southport (Elmira), via trackage rights over EL. The line from Junction to Southport is also under study on this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 52).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Horseheads	880
Millport	1
Montour Falls	73
Watkins Glen	3,244
Seneca Lake	6,358
Total carloads generated by the line	10,556
Average carloads per week	203.0
Average carloads per mile	606.7
Average carloads per train	44.0
1973 operating information:	
Number of round trips per year	240
Estimated time per round trip (hours)	10.5
Locomotive horsepower	4,000
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Westinghouse Electric employs over 2,000 persons at the Horseheads plant and plans to build a siding at Elmira. Thatcher Glass claimed it gets excellent service from the Erie Lackawanna, but that Penn Central is not able to provide enough cars on time. The State of New York stated that Horseheads to Himrod Jct. track generated $683,634 in annual profit.

Information for Line Retention Decision

Revenue received by PC		$3,846,874
Average revenue per carload	$364	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	499,003	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	2,485,824	
Total variable (avoidable) cost		2,984,827
Net contribution (loss): total		862,047
Average per carload	82	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's

minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Available data indicates that this line has near term traffic growth potential.

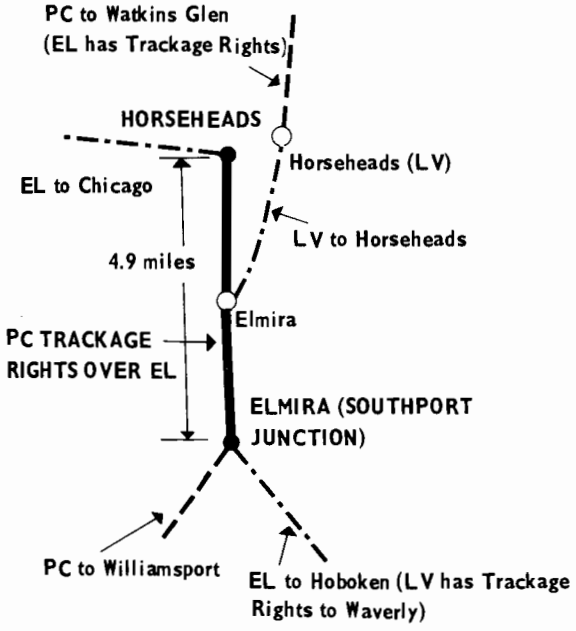
Recommendation

It is recommended that service to this portion of Watkins Glen Secondary Track, be assumed by the successor to the present EL (See Chapter 3). If transfer of this service cannot be accomplished, then ConRail will provide the service.

PORTION OF THE ELMIRA-HORSEHEADS LINE

USRA Line No. 231a

Penn Central



This portion of the Elmira-Horseheads Line, which involves trackage rights over the Erie Lackawanna Ry., Chicago-Jersey City line, extends from *Elmira (Southport Junction)* (Milepost 271.9) to *Horseheads, N.Y.* (Milepost 276.8), a distance of *4.9 miles*, in Chemung County, N.Y. At Horseheads, this section of trackage connects with the Watkins Glen Secondary Track of the PC over which EL has trackage rights (also under study in this Report) and with the Chicago-Jersey City line of the Erie Lackawanna Ry. westward. At Elmira (Southport Junction), this line connects with the Elmira Secondary Track of the PC to Williamsport (also under study in this Report) and with the Chicago-Jersey City line of the EL eastward. This line was not described as potentially excess in the U.S. DOT Report (see Zone 52).

Information Provided by RSPO, Shipping, Government Agencies

Information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Trackage rights over this portion of the EL are used to serve USRA Segment 230a. The Preliminary Recommendation for Segment 230a is that it not be included in the ConRail System.

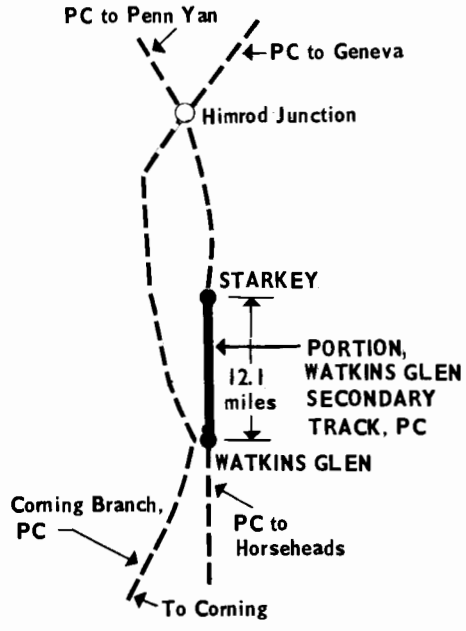
Preliminary Recommendation

It is *not* recommended that trackage rights over this portion of the Erie Lackawanna be included in the ConRail System.

PORTION OF THE WATKINS GLEN SECONDARY TRACK

USRA Line No. 231b

Penn Central



This portion of the Watkins Glen Secondary Track, formerly part of the Pennsylvania RR, extends from *Watkins Glen* (Milepost 17.4) to *Starkey, N.Y.* (Milepost 29.5), a distance of *12.1 miles*, in Yates and Schuyler Counties, N.Y. Continuations of this line run from Starkey to Himrod Junction and from Watkins Glen to Horseheads. The latter is also under study in this Report. The Corning Branch of the PC runs through

Watkins Glen, but it does not connect with this portion of the Watkins Glen Secondary Track. This line was described as potentially excess in the U.S. DOT Report (see Zone 52).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

No shippers are served directly by this line. The adjoining segments can be served without using this segment.

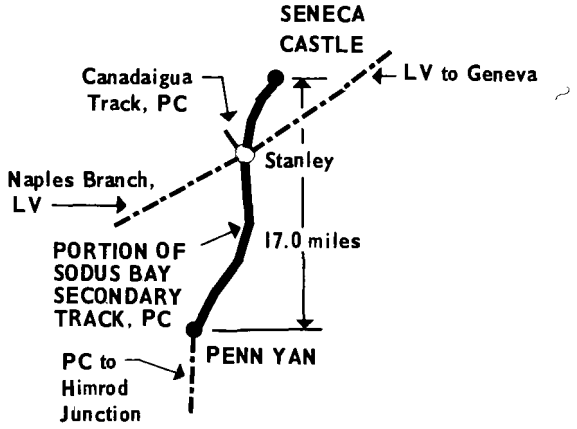
Preliminary Recommendation

It is *not* recommended that this portion of the Watkins Glen Secondary Track be included in the ConRail System.

PORTION OF THE SODUS BAY SECONDARY TRACK

USRA Line No. 233/234

Penn Central



This portion of the Sodus Bay Secondary Track, formerly part of the Pennsylvania RR, extends from *Seneca Castle* (Milepost 4.9) to *Penn Yan, N.Y.* (Milepost 40.0), a distance of *17.0 miles*, in Yates and Ontario Counties, N.Y. (The mileposts are drawn from two different Milepost series; 17.0 miles is the actual distance.) A continuation of this line runs south from Penn Yan to Himrod Junction. At Stanley, this line connects with the Naples Branch of the LV and the Canandaigua Track of the PC. Both are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 52).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Bellona	52
Hall	74
Seneca Castle	77
Penn Yan [1]	321
Stanley [1]	37
Total carloads generated by the line	561
Average carloads per week	10.8
Average carloads per mile	3.3
Average carloads per train	5.6
1973 Operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	5.0
Locomotive horsepower	4,000
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their report entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Penn Yan Chamber of Commerce stated 477 area farms use 12,000 tons of lime annually, all of which is brought in by rail. The town of Penn Yan handled 6,000 carloads in 1973. There are eleven businesses located along this line. The Heywood Wakefield Co. purchased property in Penn Yan for manufacturing furniture and is projecting an estimated 140 carloads and employing 70 people. In its analysis of rail lines, the N.Y. DOT reported that the entire 24 miles of track between Seneca Castle and Himrod Jct. (via Penn Yan) generated 745 carloads of traffic and an annual profit of $52,026. Correspondence addressed to USRA in January 1975, indicates that the State of New York would like USRA to consider a service option between February 26th and the publication of the Final System Plan in late July. Under the State's option, Penn Central (ConRail) would operate the Stanley-Rushville segments of the Lehigh Valley Naples branch. Stanley is located at Milepost 52, 12 miles north of Penn Yan, and 5 miles south of Seneca Castle.

Information for Line Retention Decision

Revenue received by PC		$281,945
Average revenue per carload	$503	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	163,285	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	137,053	
Total variable (avoidable) cost		300,338
Net contribution (loss): total		(18,393)
Average per carload	(33)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Although service to the entire line generates a loss, service to the line from Milepost 40.0 to Milepost 40.5 (serving certain shippers at Penn Yan who generated 321 carloads in 1973) would generate $152,598 in revenue and $93,453 in costs with a resulting net contribution of $59,145 or $184 per carload.

Recommendation

It is recommended that the portion of the Sodus Bay Secondary Track from *Milepost 40.0 to Milepost 40.5* be included in the ConRail System.

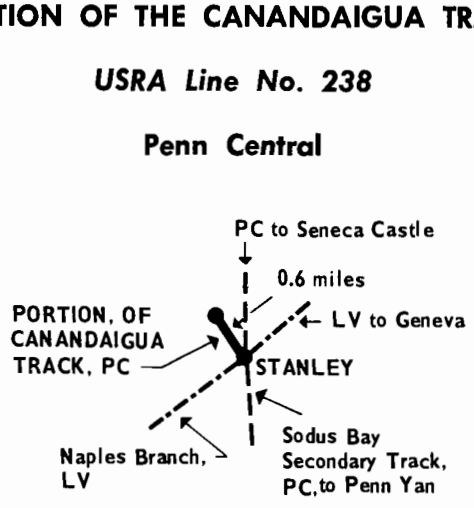
Preliminary Recommendation

It is *not* recommended that the portion of the Sodus Bay Secondary Track from *Milepost 40.5 to Milepost 4.9* be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $77,538 or $323 per carload. Recovery of costs would require approximately a 110 percent increase in traffic or a 60 percent rate increase over the 1973 levels.

PORTION OF THE CANANDAIGUA TRACK

USRA Line No. 238

Penn Central



This portion of the Canandaigua Track, formerly part of the Pennsylvania RR, extends from Milepost 52.2 to Milepost 52.8, a distance of *0.6 mile, at Stanley*, Ontario County, N.Y. At Stanley, this line connects with the Sodus Bay Secondary Track of the PC and the Naples Branch of the LV, both of which are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 52).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Stanley [1]	34
Total carloads generated by the line	34
Average carloads per week	0.7
Average carloads per mile	56.7
Average carloads per train	0.7
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	0.5
Locomotive horsepower	4,000
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$27,231
Average revenue per carload	$800	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	8,329	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	1,084	
Cost incurred beyond the branch line	11,745	
Total variable (avoidable) cost		21,158
Net contribution (loss): total		6,073
Average per carload	178	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 150 crossties (an average of 250 crossties per mile). This line is served via USRA Segment 233 which generated a loss of $77,538. The Preliminary Recommendation is that Segment 233 not be included in the ConRail System.

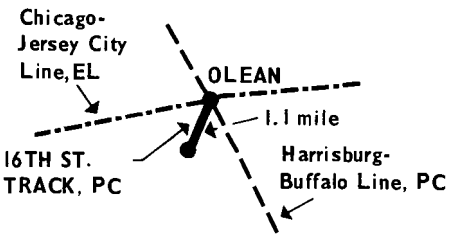
Recommendation

It is *not* recommended that this portion of the Canandaigua Track be included in the ConRail System.

16TH STREET TRACK

USRA Line No. 246

Penn Central



The 16th Street Track, formerly part of the Pennsylvania RR, extends for a distance of *1.1 miles* at *Olean, N.Y.* It is located in Cattaraugus County, New York. At Olean it connects with the PC Harrisburg, Buffalo line. In June 1973, the PC applied to the ICC for permission to abandon this line (Docket No. AB–5, Sub. 162). In December 1974, a similar application was made to the U.S. Railway Association. No action has been taken on either application. This line was not described as potentially excess in the U.S. DOT Report (see Zone 50).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Olean [1]	50
Total carloads generated by the line	50
Average carloads per week	1.0
Average carloads per mile	45.5
Average carloads per train	1
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	0.5
Locomotive horsepower	1,200
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$24,558
Average revenue per carload	$491	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	11,926	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	9,586	
Cost incurred beyond the branch line	12,152	
Total variable (avoidable) cost		33,664
Net contribution (loss): total		(9,106)
Average per carload		(182)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 100 crossties (an average of 91 crossties per mile).

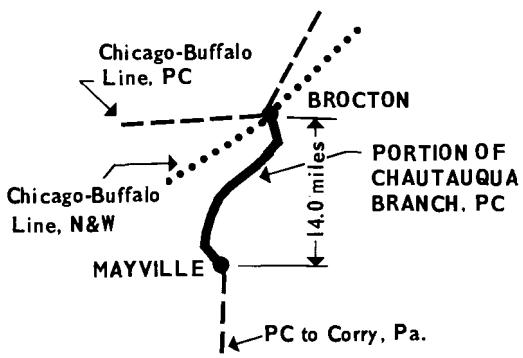
Preliminary Recommendation

It is *not* recommended that the 16th Street track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $9,106 or $182 per carload. Recovery of costs would require approximately a 70 percent increase in traffic or a 35 percent rate increase over the 1973 levels.

PORTION OF THE CHAUTAUQUA BRANCH

USRA Line No. 248

Penn Central



This portion of the Chautauqua Branch, formerly part of the Pennsylvania RR, extends from *Brocton* (Milepost 51.0) to *Mayville, N.Y.* (Milepost 65.0), a distance of *14.0 miles*, in Chautauqua County, New York. At Brocton this line connects with the Chicago-Buffalo lines of the PC and the N&W. A continuation of this line runs south from Mayville to Corry, Pa. (also under study in this Report). In July 1972, the PC applied to the ICC for permission to abandon this line (Docket No. AB–5, Sub. 79). In September 1974, the PC applied to the USRA to abandon this line (USRA Docket No. 75–38). No action has been taken on either application. This line, with the exception of the southernmost portion of the line, was not described as potentially excess in the U.S. DOT Report (see Zone 50).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Brocton [1]	14
Total carloads generated by the line	14
Average carloads per week	0.3
Average carloads per mile	1.0
Average carloads per train	0.5
1973 operating information:	
No. of round trips per year	28
Estimated time per round trip (hours)	5.0
Locomotive horsepower	2,000
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$5,680
Average revenue per carload		$406
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	96,738	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	1,568	
Total variable (avoidable) cost		98,306
Net contribution (loss): total		(92,626)
Average per carload		(6,616)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Roy B. Campbell, director of Southern Tier West, the Regional Planning and Development Board of Allegany, Cattaraugus and Chautauqua Counties, wrote to USRA on November 1, 1974 protesting the abandonment. He said that Niagara-Mohawk Power plans to build a new coal-fired furnace near Dunkirk and that it would be "prudent" to retain rail connections into Corry, Pa. for possible future use.

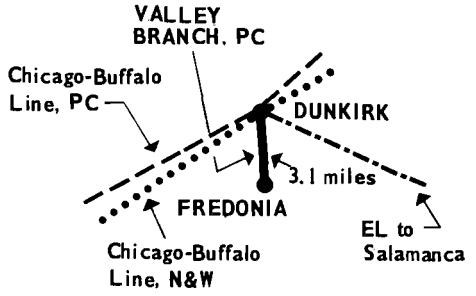
Preliminary Recommendation

Although the preliminary recommendation is that this portion of the Chautauqua Branch not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $92,626 or 6,616 per carload. Recovery of costs would require approximately a twenty-three-fold increase in traffic or a 1,630 per cent rate increase over the 1973 levels.

PORTION OF THE VALLEY BRANCH

USRA Line No. 258

Penn Central



This portion of the Valley Branch, formerly part of the New York Central RR, extends from *Dunkirk* (Milepost 0.0) to *Fredonia, N.Y.* (Milepost 3.1), a distance of *3.1 miles*, in Chautauqua County, N.Y. At Dunkirk, this line connects with the EL line that runs from Dunkirk to Salamanca and with the Chicago-Buffalo lines of the PC and the N&W. This line was described as potentially excess in the U.S. DOT Report (see Zone 50).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Fredonia	509
Dunkirk [1]	1102
Total carloads generated by the line	1,611
Average carloads per week	30.9
Average carloads per mile	519.7
Average carloads per train	10.7
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	3.0
Locomotive horsepower	1,500
Train crew size	4

[1] Includes only traffic on this segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" by Fredonia Mayor Charles St. George indicated that the city could not deal with the volume of trucks that would be required if rail service were abandoned. The Dunkirk Chamber of Commerce said that the Valley Branch is the lifeline of Chautauqua County. The analysis prepared by N.Y. DOT showed 453 carloads in 1973, $4,775 community loss, $4,647 local taxes, and $57,984 for the Valley Branch.

Information for Line Retention Decision

Revenue received by PC		$632,750
Average revenue per carload	$392	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	82,667	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	7,089	
Cost incurred beyond the branch line	409,846	
Total variable (avoidable) cost		499,602
Net contribution (loss): total		133,148
Average per carload	83	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,550 crossties (an average of 500 crossties per mile).

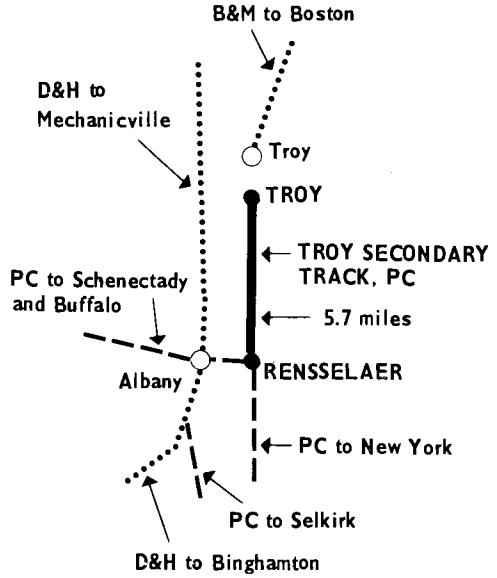
Recommendation

It is recommended that this portion of the Valley Branch be included in the ConRail System.

TROY SECONDARY TRACK

USRA Line No. 666

Penn Central



The Troy Secondary Track, formerly part of the New York Central RR, extends from *Rensselaer* (Milepost 142.9) to *Troy, N.Y.* (Milepost 5.7), a distance of *5.0 miles*, in Rensselaer County, New York. At Rensselaer, this line connects with the Hudson Line and the Buffalo-Albany Line of the PC. The D&H operates over this line pursuant to a trackage rights agreement with the PC, in route from Albany. The B&M also enters Troy from the northeast, but the connection through Troy Union Station has been broken. This line was not described as potentially excess in the U.S. DOT Report (see Zone 42).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Troy [1]	1,131
Total carloads generated by the line	1,131
Average carloads per week	21.8
Average carloads per mile	198.4
Average carloads per train	7.5
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	4
Locomotive horsepower	1,200
Train crew size	5

[1] Includes only traffic on this segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." The New York State Department of Transportation submitted a special study indicating that this line segment of 5.7 miles has an annual profit of $899,248 with a carload count of 1,588. Loss in service would result in an annual community loss of $18,394.00 and net local property taxes of $7,159.

Information for Line Retention Decision

Revenue received by PC		$501,717
Average revenue per carload	$444	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	98,546	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	6,276	
Cost incurred beyond the branch line	301,019	
Total variable (avoidable) cost		405,841
Net contribution (loss) total		95,876
Average per carload	85	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 950 crossties (an average of 190 crossties per mile).

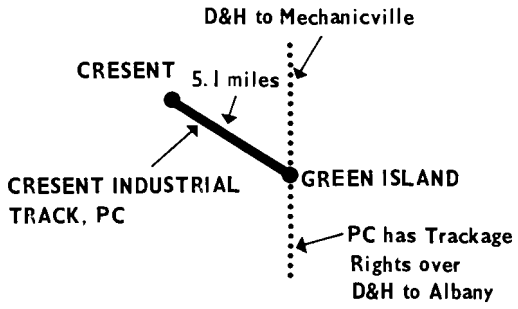
Recommendation

It is recommended that the Troy Secondary Track be included in the ConRail System.

CRESCENT INDUSTRIAL TRACK

USRA Line No. 666a

Penn Central



The Crescent Industrial Track, formerly part of the New York Central RR, extends from *Crescent* (Milepost 15.4) to *Green Island, NY* (Milepost 20.5), a distance of *5.1 miles*, in Albany County, New York. At Green Island, this line connects with the D&H Ry running in a northerly direction to Mechanicville and with the PC line to Albany via trackage rights over the D&H. This line was described as potentially excess in the U.S. DOT Report (see Zone 42).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Cohoes	60
Crescent	223
Troy[1]	119
Green Island[1]	12
Total carloads generated by the line	414
Average carloads per week	8.0
Average carloads per mile	81.1
Average carloads per train	4.1
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	6.0
Locomotive horsepower	600
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicates that according to the Industrial and Commercial User Survey, a tractor distribution center along this line would go out of business and cause a loss of 100 jobs if rail service is discontinued on the line. A large industrial park on the line would also be adversely affected.

The NY DOT analysis, using 1973 figures, shows 553 carloads, $6,838 community loss, $6,656 net local property taxes, and annual profit of $25,438.

Information for Line Retention Decision

Revenue received by PC		$120,299
Average revenue per carload	$291	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	81,564	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	93,850	
Total variable (avoidable cost)		175,414
Net contribution (loss): total		(55,115)
Average per carload	(133)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximm safe operating speed of 10 mph).

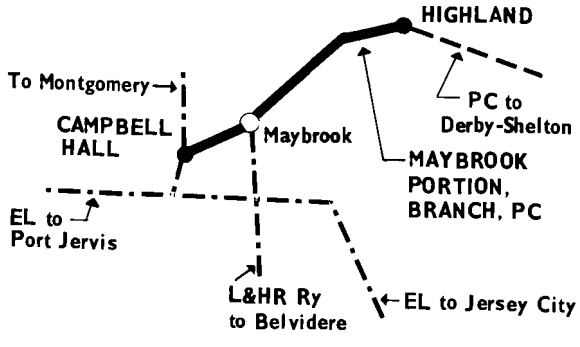
Preliminary Recommendation

Although the preliminary recommendation is that the Crescent Industrial Track not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $55,115 or $133 per carload. Recovery of costs would require approximately a twofold increase in traffic or a 45-percent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone, will not make the line viable.

PORTION OF THE MAYBROOK BRANCH

USRA Line No. 667

Penn Central



This portion of the Maybrook Branch, formerly part of the New Haven RR, extends from *Campbell Hall* (Milepost 0.0) to *Highland, N.Y.* (Milepost 28.0), a

distance of *28.0 miles*, in Ulster and Orange Counties, N.Y. At Campbell Hall, this line connects with the EL Ry. Montgomery Branch. At Maybrook (Milepost 2.8), it connects with the L&HR Ry. A continuation of this line runs from Highland to Derby-Shelton. (Also under study in this Report from Highland to Hopewell Junction.) This line was not described as potentially excess in the U.S. DOT Report (see Zone 56).

Information Provided by RSPO, Shippers, Government Agencies

No specific information was provided for this line at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." For comments on the overall potential of this route as a through line to and from New England, see the discussion under line No. 668.

Information for Line Retention Decision

This line is required for through freight service; therefore, local rail service will be provided to all shippers located on the line.

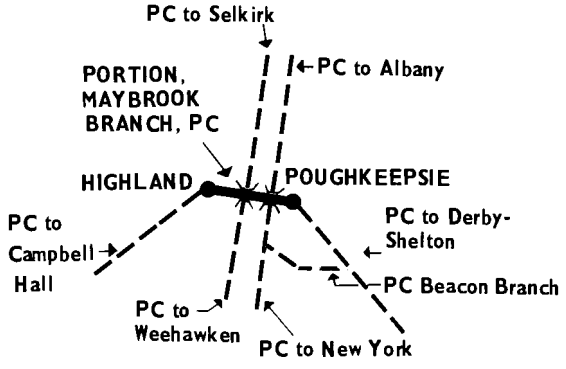
Recommendation

It is recommended that this portion of the Maybrook Branch be included in the ConRail System.

PORTION OF THE MAYBROOK BRANCH

USRA Line No. 668

Penn Central



This portion of the Maybrook Branch, formerly part of the New Haven RR, extends from *Highland* (Milepost 28.0) to *Poughkeepsie, N.Y.* (Milepost 29.5), a distance of *1.5 miles*, in Ulster and Dutchess Counties, N.Y. Continuations of this line run from Highland to Campbell Hall (also under study in this Report) and from Poughkeepsie to Derby-Shelton. (Under study in this Report from Poughkeepsie to Hopewell Jct.) This line was not described as potentially excess in the U.S. DOT Report (see Zone 56).

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the state of New York felt it advisable that the Poughkeepsie Bridge route be retained pending an investigation of the need for competitive rail service to and from New England, as well as to relieve congestion on the Northeast Corridor passenger route. The bridge was damaged by a fire in 1974 and presently is out of service.

Information for Line Retention Decision

This line is required for through freight service; therefore, local rail service will be provided to all shippers located on the line.

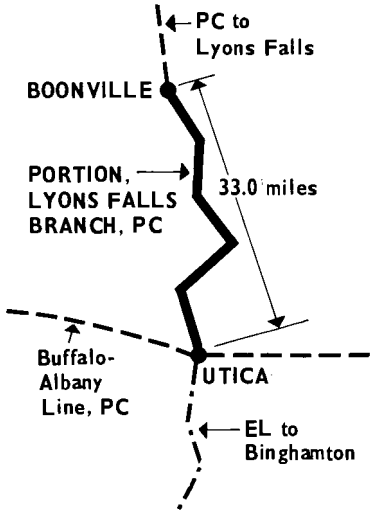
Recommendation

It is recommended that this portion of the Maybrook Branch be included in the ConRail System.

PORTION OF THE LYONS FALLS BRANCH

USRA Line No. 669

Penn Central



This portion of the Lyons Falls Branch, formerly part of the New York Central RR, extends from *Utica* (Milepost 2.0) to *Boonville, N.Y.* (Milepost 35.0), a distance of *33.0 miles*, in Oneida County, N.Y. A continuation of this line runs in a northerly direction from Boonville to Lyons Falls (also under study in this Report). At Utica, this line connects with the Buffalo-Albany line of the PC and with the EL Utica Branch to Binghamton. This line was not described as potentially excess in the U.S. DOT Report (see Zone 45).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Marcy	142
Holland Patent	59
Barneveld	2
Remsen	1
Boonville	795
Utica [1]	38
Total carloads generated by the line	1,037
Average carloads per week	19.9
Average carloads per mile	31.4
Average carloads per train	4.2
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	7.0
Locomotive horsepower	2,000
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." Studies by the State of New York DOT lead the state to estimate that the 45-mile-long Lyons Falls-Utica segment generates 3,100 carloads and an annual profit of $291,400. If abandonment were to occur, the N.Y. DOT study indicated an annual community loss of $58,063 and net local property tax losses of $56,520. Correspondence received by USRA from Arthur Mengel of the Black River-St. Lawrence Economic Development Commission indicates that the commission is studying the impact of a loss of rail access for Georgia Pacific, Burrows Paper, Latex Fibres, Kraft Foods, AMF, Climax Manufacturing and other facilities located in Lewis County. Analysis of shipper locations by USRA led to the identification of 14 potential patrons on this line segment at Utica (2 patrons) Marcy (1), Holland Patent (1), Barneveld (1), Remsen (2), and Boonville (7). Georgia Pacific is actually located on line segment 79 (Boonville to Lyons Falls).

Information for Line Retention Decision

Revenue received by PC		$271,946
Average revenue per carload	$262	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	339,260	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	23,841	
Cost incurred beyond the branch line	207,379	
Total variable (avoidable) cost		570,480
Net contribution (loss): total		(298,534)
Average per carload	(287)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,000 crossties (an average of 60 crossties per mile).

Although this line generates a loss amounting to $298,534, USRA segment 79, which is served via this line, generates a net contribution of $224,733. A rate increase of 7 percent above the 1973 levels would enable financial self-sufficiency.

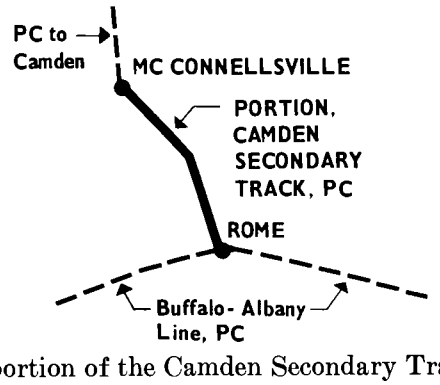
Recommendation

It is recommended that this portion of the Lyons Falls Branch be included in the ConRail System.

PORTION OF THE CAMDEN SECONDARY TRACK

USRA Line No. 670

Penn Central



This portion of the Camden Secondary Track, formerly part of the New York Central RR, extends from *McConnellsville* (Milepost 28.0), to *Rome, N.Y.* (Milepost 39.9), a distance of *11.9 miles*, in Oneida County, New York. A continuation of this line runs in a northwesterly direction from McConnellsville to Camden (also under study in this Report). At Rome, this line connects with the Buffalo-Albany Line of the PC. This line was not described as potentially excess in the U.S. DOT Report (see Zone 45).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Humaston	1
McConnellsville	651
Total carloads generated by the line	652
Average carloads per week	12.5
Average carloads per mile	54.8
Average carloads per train	8.2
1973 operating information:	
Number of round trips per year	80
Estimated time per round trip (hours)	6
Locomotive horsepower	1,600
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Whitehead Brothers, a firm engaged in producing industrial sand, said that loss of rail service would affect their ability to compete and would lose some customers. Another sand producer, G. W. Bryant Core Sands, said it would use rail more if it could get more cars. Mohawk Valley Wholesale Grocers said abandonment would be "injurious" and could force it to lose business and perhaps relocate.

The NY DOT branch line analysis shows that the whole branch from Rome up through McConnellsville to Camden handled 1007 carloads in 1973, was 21.2 miles long, constituted $26,624 in net local property taxes, made an annual profit of $55,385, and the loss to the community would amount to $27,353.

Information for Line Retention Decision

Revenue received by PC		$245,001
Average revenue per carload		$376
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	133,135	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	10,866	
Cost incurred beyond the branch line	132,976	
Total variable (avoidable) cost		276,977
Net contribution (loss): total		(31,976)
Average per carload		(49)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,650 crossties (an average of 139 crossties per mile).

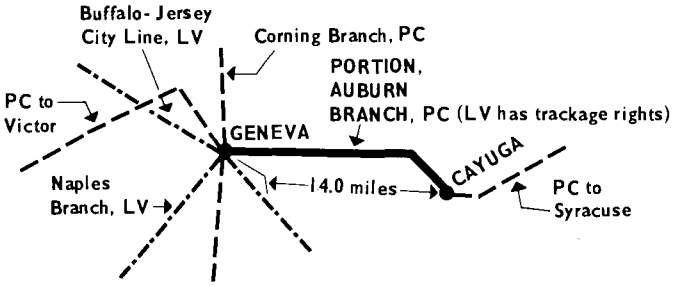
Preliminary Recommendation

It is *not* recommended that this portion of the Camden Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $31,976 or $49 per carload. Recovery of costs would require approximately a 25 percent increase in traffic or a 13 percent rate increase over the 1973 levels. Costs may also be reduced by a major reduction in frequency, and this may make the line viable. Whether reduced frequency is a possible solution which would *not* result in loss of revenue should be addressed in the RSPO hearings.

PORTION OF THE AUBURN BRANCH

USRA Line No. 671

Penn Central



This portion of the Auburn Branch, formerly part of the New York Central RR, extends from *Cayuga* (Milepost 36.0) to *Geneva, N.Y.* (Milepost 50.0), a distance of *14.0 miles*, in Ontario, Seneca and Cayuga Counties, N.Y. Continuations of this line run from Cayuga to Syracuse and from Geneva to Victor (a portion of the latter line is also under study in this Report). At Geneva this line connects with the Naples Branch of the LV (also under study in this Report), with the Corning Branch of the PC and with the Buffalo-Jersey City line of the LV. The last-named line is also under study in this Report from Mehoopany, Pa. to Buffalo.

The Lehigh Valley RR operates over this line under a trackage-rights agreement.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Cayuga	773
Seneca Falls	219
Waterloo	372
Geneva[1]	229

[1] Includes only traffic on segment.

Total carloads generated by the line	1,593
Average carloads per week	30.6
Average carloads per mile	11.4
Average carloads per train	6.4
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip	6
Locomotive horsepower	2,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." General information indicates that this area is heavily agricultural and many agricultural supply firms may have to go out of business if abandonment occurs.

Information for Line Retention Decision

Revenue received by PC		$535,974
Average revenue per carload	$336	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	209,048	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	19,397	
Cost incurred beyond the branch line	372,591	
Total variable (avoidable) cost		601,036
Net contribution (loss): total		(65,062)
Average per carload	(41)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 1,400 crossties (an average of 100 crossties per mile).

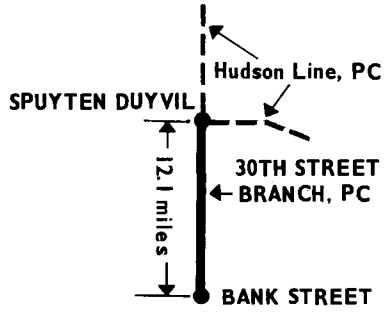
Preliminary Recommendation

It is *not* recommended that this portion of the Auburn Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $65,062 or $41 per carload. Recovery of costs would require approximately a 40 percent increase in traffic or a 12 percent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency and this may make the line viable. Whether reduced frequency is a possible solution which would *not* result in a loss of revenue should be addressed in the RSPO hearings.

30TH STREET BRANCH

USRA Line No. 681

Penn Central



The 30th Street Branch, formerly part of the New York Central RR, extends from *Spuyten Duyvil* (Milepost 0.0) to *Bank Street (New York), N.Y.* (Milepost 12.1), a distance of *12.1 miles*, in New York County, N.Y. At Spuyten Duyvil, the line connects with the Hudson Line of the PC. This line was not described as potentially excess in the U.S. DOT Report (zone 58).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

This line was identified for study because of various operational problems, and a reported potential loss of traffic generated by the New York Times facilities which currently use this branch. Correspondence received from the Office of the Mayor of New York, indicates that the relocation of the Times' 60th Street printing press would reduce traffic by 3,500 annual carloads. Penn Central revenue would drop by $2.3 million. However, according to the City, the remaining traffic would amount to 28,320 cars, and $11.2 million in revenues. This traffic in turn amounts to 2,340 cars per mile, per year, and approximately $926,000 in revenue per mile, per year. The average revenue for this retained traffic is approximately $395 per carload. The City has plans underway to continue the development of the West Side Corridor, and has already committed funds for development on the expectation that the railroad branch will be available. Proposed non-rail redevelopment along this branch will still be possible if developed according to an air-rights concept.

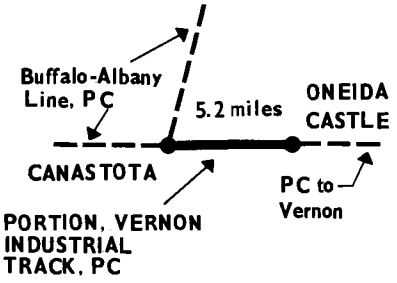
Recommendation

It is recommended that the 30th Street Branch be included in the ConRail System.

PORTION OF THE VERNON INDUSTRIAL TRACK

USRA Line No. 686

Penn Central



This portion of the Vernon Industrial Track, formerly part of the New York Central RR, extends from *Oneida Castle* (Milepost 252.5) to *Canastota, N.Y.*

(Milepost 257.7), a distance of *5.2 miles*, in Madison and Oneida Counties, N.Y. A continuation of this line runs in an easterly direction to Vernon (also under study in this report). At Canastota, this line connects with the Buffalo-Albany line of the PC. This line (with the exception of the portion from Oneida Castle to the Madison County line), was described as potentially excess in the U.S. DOT Report (see Zones 45 and 46).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Canastota	653
Oneida [1]	24
Oneida Castle [1]	172
Total carloads generated by the line	849
Average carloads per week	16.3
Average carloads per mile	163.3
Average carloads per train	9.4
1973 operating information:	
Number of round trips per year	90
Estimated time per round trip (hours)	4
Locomotive horsepower	1,000
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that alternate transportation would be available, but it would increase costs. Tele Con Corporation and Agrico Chemical Corporation pointed to increased costs. Mayor Herbert Brewer of Oneida said that plans for an industrial park would be seriously hampered without rail service. The New York State DOT studied this line in its entirety between Canastota and Vernon (11.5 miles) and concluded that the entire line earned a $55,292 profit. Community loss from abandonment was estimated at $14,836 plus a loss of $14,444 in property taxes.

Information for Line Retention Decision

Revenue received by PC		$348,880
Average revenue per carload	$410	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	77,093	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	5,751	
Cost incurred beyond the branch line	252,632	
Total variable (avoidable) cost		335,476
Net contribution (loss): total		13,404
Average per carload	16	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 450 crossties (an average of 86.5 crossties per mile).

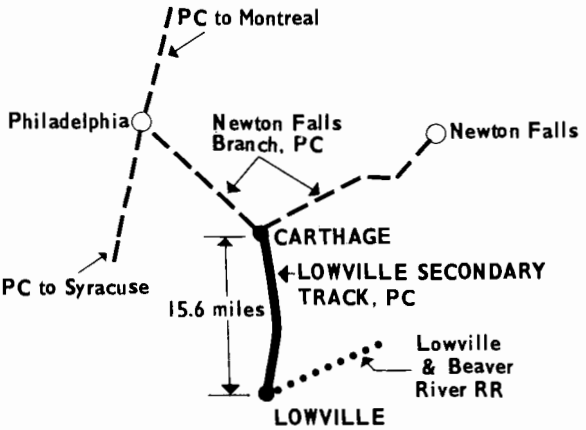
Recommendation

It is recommended that this portion of the Vernon Industrial Track be included in the ConRail System.

LOWVILLE SECONDARY TRACK

USRA Line No. 687

Penn Central



The Lowville Secondary Track, formerly part of the New York Central RR, extends from *Lowville* (Milepost 58.1) to *Carthage, N.Y.* (Milepost 73.7), a distance of *15.6 miles*, in Jefferson and Lewis Counties, N.Y. At Lowville, this line connects with the Lowville & Beaver River RR. At Carthage, this line connects with the Newton Falls Branch of the PC. This line was not described as potentially excess in the U.S. Department of Transportation Report of February 1, 1974.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Lowville [1]	1,388
Castorland	317
Total carloads generated by the line	1,705
Average carloads per week	32.8
Average carloads per mile	109.3
Average carloads per train	13.1
1973 operating information:	
Number of round trips per year	130
Estimated time per round trip (hours)	5.5
Locomotive horsepower	2,000
Train crew size	5

[1] Includes traffic from Lowville & Beaver RR.

Information Provided by RSPO, Shippers, Government Agencies

No information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public

Response to the Secretary of Transportation's Rail Service Report."

This line provides the only access to the Lowville & Beaver River Railroad. Correspondence from the Black River-St. Lawrence Economic Development Commission indicated that most of the agricultural industries in Lewis county would suffer through higher grain delivery costs.

Information for Line Retention Decision

Revenue received by PC		$695,135
Average revenue per carload	$408	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	193,788	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	9,681	
Cost incurred beyond the branch line	477,093	
Total variable (avoidable) cost		680,562
Net contribution (loss): total		14,573
Average per carload	9	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 1,000 crossties (an average of 64 crossties per mile).

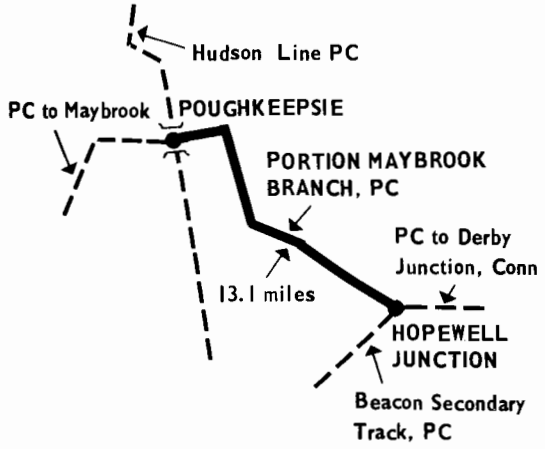
Recommendation

It is recommended that the Lowville Secondary Track be included in the ConRail System.

PORTION OF THE MAYBROOK BRANCH

USRA Line No. 708

Penn Central



This portion of the Maybrook Branch, formerly part of the New Haven RR, extends from *Poughkeepsie* (Milepost 29.5) to *Hopewell Junction, New York* (Milepost 42.6), a distance of *13.1 miles*, in Dutchess County, New York. Continuations of this line run from Hopewell Junction to Derby Junction, Conn., and from Poughkeepsie to Maybrook. The latter line is also under study in this Report. At Hopewell Junction, this line connects with the Beacon Secondary Track of the PC. This line was not described as potentially excess in the U.S. DOT Report (see Zone 56).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

This line is required for through freight service, therefore local rail service will be provided to all shippers located on the line.

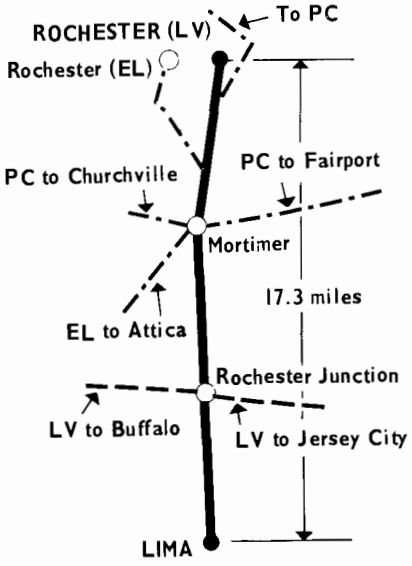
Recommendation

It is recommended that this portion of the Maybrook Branch be included in the ConRail System.

ROCHESTER BRANCH

USRA Line No. 1000

Lehigh Valley



The Rochester Branch extends from *Rochester Junction* (Milepost 379.5) to *Rochester, N.Y.* (Milepost 390.8), a distance of *11.3 miles*, and from *Rochester Junction* (Milepost 379.5) to *Lima, N.Y.* (Milepost 385.5), a distance of *6.0 miles*. This is a combined dis-

tance of *17.3 miles* in Monroe and Livingston Counties, N.Y. At Rochester this line connects with the Buffalo-Albany line of the PC, the Falls Road Branch of the PC, the B&O RR, the Charlotte Secondary track and the Rochester Branch of the PC. The latter named is also under study in this Report. At Rochester Junction this line connects with the Buffalo-Jersey City line of the LV, also under study in this Report. At Mortimer it connects with the West Shore Branch of the PC and the Attica Branch of EL.

This line was described as potentially excess in the U.S. DOT Report (see Zone 47).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Lima	658
Honeoye Falls	80
Henrietta	294
Rochester	716
Total carloads generated by the line	1,748
Average carloads per week	33.6
Average carloads per mile	101.0
Average carloads per train	6.7
1973 operating information:	
Number of round trips per year	260
Estimated time per round trip (hours)	3
Locomotive horsepower	1,200
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Joslyn Manufacturing and Swift Chemical at Lima are rail dependent industries. Joslyn said its shipping costs would rise 50–150 percent without rail service. Swift was concerned with the damage to its products with additional handling. These two firms contributed 12.3 percent of the tax base of Lima. Both firms would relocate if rail service was withdrawn. The University of Rochester and its hospital projects, increased coal use with its current expansion. A spokesman said that the major stumbling block to Rochester Branch viability is the absence of switching, or interchange in the area. The N.Y. State Commissioner for Agriculture and Markets stated that six fertilizer plants on the line produce 10 percent of the state's requirements and they need rail service since there is no feasible alternative to receive raw materials. The New York DOT analysis uses 1973 figures and sees 1,704 carloads, $24,126 community tax, $23,487 in net local property taxes and annual profit of $32,376.

Information for Line Retention Decision

Revenue received by LV		$321,244
Average revenue per carload	$184	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	228,748	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	20,796	
Cost incurred beyond the branch line	198,540	
Total variable (avoidable) cost		427,288
Net contribution (loss): Total		(106,044)
Average per carload	(61)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 1,000 crossties (an average of 58 crossties per mile).

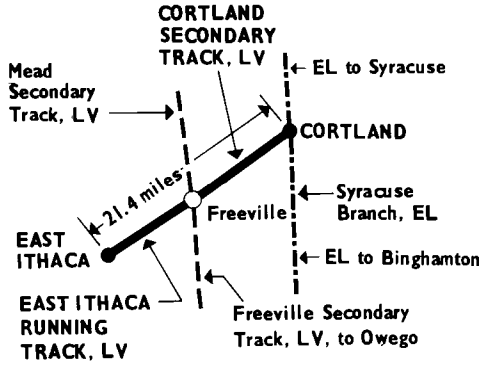
Preliminary Recommendation

Although the preliminary recommendation is that the Rochester Branch not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing the revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $106,044 or $61 per carload. Recovery of costs would require approximately a 85 percent increase in traffic or a 30 percent rate increase over the 1973 levels. Costs may also be lowered by reducing frequency, although this alone will not make the line viable. Regardless of the disposition of the branch, the traffic at Rochester can be handled by ConRail off the present PC mainline.

CORTLAND SECONDARY TRACK AND EAST ITHACA RUNNING TRACK

USRA Line No. 1002

Lehigh Valley



The Cortland Secondary Track and the East Ithaca Running Track extend from *East Ithaca* (Milepost 50.4) to *Cortland, N.Y.* (Milepost 71.8), a distance of *21.4 miles* in Cortland and Tompkins Counties, N.Y. At Freeville (Milepost 59.4), this line connects with the Mead Secondary Track and the Freeville Secondary Track, both LV. Both lines are also under study in this Report. At Cortland, this line connects with the Syracuse Branch of the EL. This line was described as potentially excess in the U.S. DOT Report (see Zones 52 and 54).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Etna	21
McLean	14
Cortland	193
Total carloads generated by the line	228
Average carloads per week	4.38
Average carloads per mile	10.7
Average carloads per train	4.38
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	4.0
Locomotive horsepower	1,200
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that N.Y. State Electric Gas Corp. said that 11 of its 45 sidings are on "potentially excess" lines. Rail service is indispensable on this segment at Etna. LV had filed for abandonment but the utility had objected because of the need for heavy equipment. Nineteen carloads were shipped over the line in 1973 and similar amounts in 1974.

Other shippers making statements included Overhead Door Co. (99 carloads), R. H. Miller (157 carloads) and Gutchess Lumber Co. (65 carloads). Miller said abandonment of service would add $55,000 to its transportation costs without rail service. The N.Y. Christmas Tree Growers Assoc. said that the area's interstate highway system cannot handle Christmas tree shipments as efficiently as rail.

Information for Line Retention Decision

Revenue received by LV		$41,565
Average revenue per carload	$182	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	182,342	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost	29,991	
Cost incurred beyond the branch line	28,048	
Total variable (avoidable) cost		240,381
Net contribution (loss): Total		(198,816)
Average per carload	(872)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 3,000 crossties (an average of 140 crossties per mile).

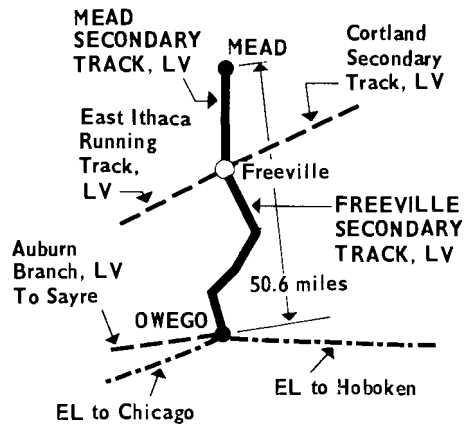
Preliminary Recommendation

It is *not* recommended that the Cortland Secondary Track and the East Ithaca Running Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $198,816 or $872 per carload. Recovery of costs would require approximately a fourteen-fold increase in traffic or a 480 percent rate increase over the 1973 levels. Traffic at Cortland, however, can be handled by the EL or its successor.

FREEVILLE SECONDARY TRACK AND MEAD SECONDARY TRACK

USRA Line No. 1003

Lehigh Valley



The Freeville Secondary Track and Mead Secondary Track, extend from *Owego* (Milepost 289) to *Mead, N.Y.* (Milepost 339.6), a distance of *50.6 miles*, in Cayuga, Tompkins, Cortland, and Tioga Counties, N.Y. At Freeville (Milepost 323.1), this line connects with the East Ithaca Running Track and the Cortland Secondary Track. Both are LV lines and both are under study in this Report. At Owego this line connects with the Auburn Branch of the LV and the Chicago-Jersey City line of the Erie Lackawanna. This line was described as potentially excess in the U.S. DOT Report (see Zones 52 and 53).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Owego	476
Newark Valley	202
Berkshire	15
Mills	820
Dry Den	100
Freeville	12
Groton	20
Locke	162
Moravia	194
Total carloads generated by the line	2,001
Average carloads per week	38.5
Average carloads per mile	39.6
Average carloads per train	6.7
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	9.0
Locomotive horsepower	1,200
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that rail service is essential to community efforts toward development of industrial potential. This area is New York's largest milk producing area and service is vital to dairy farmers and the agricultural industry. A lumber company reported that if it had to unload shipments at the next nearest railhead, costs would be increased $400 per car. Some companies stated that freight costs would rise substantially, with loss of rail service and a honey-butter company stated that loading takes 10 hours, but without rail service loading would take three days. There is fear that without rail service a monopolistic situation would be created for trucking. Tioga Foundry, which shares a siding on the line with Stakmore Inc., receives all of its raw material over this line and shipment is not conducive by truck transport. Ward and Von Scoy shipped 397 carloads of feed over this line in 1973.

The New York Department of Transportation in a special study stated that between Owego and Moravia a carload count of 1,902 over 49.1 miles results in an annual profit of $76,080. Without service the annual community loss would be $63,353 and loss of net local property taxes of $61,670.

Information for Line Retention Decision

Revenue received by LV		$261,736
Average revenue per carload	$131	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	573,965	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	110,662	
Cost incurred beyond the branch line	240,952	
Total variable (avoidable) cost		925,579
Net contribution (loss): total		(663,843)
Average per carload	(332)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 17,500 crossties (an average of 346 crossties per mile).

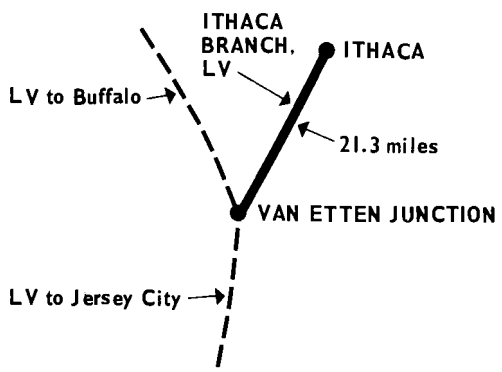
Preliminary Recommendation

It is *not* recommended that the Freeville Secondary Track and Mead Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $663,843 or $332 per carload. Recovery of costs would require approximately a thirty two-fold increase in traffic or a 250 percent rate increase over the 1973 levels.

ITHACA BRANCH

USRA Line No. 1017

Lehigh Valley



The Ithaca Branch extends from *Van Etten Junction* (Milepost 285.8) to *Ithaca, N.Y.* (Milepost 307.1), a distance of *21.3 miles*, in Chemung, Tioga, and Tompkins Counties, N.Y. At Van Etten Junction, this line connects with the Lehigh Valley Jersey City-to-Buffalo line, a portion of which is also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 52 and 53).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Spencer	61
Ithaca	435
Total carloads generated by the line	496
Average carloads per week	9.5
Average carloads per mile	23.3
Average carloads per train	3.2
1973 Operating Information:	
Number of round trips per year	156
Estimated time per round trip (hours)	10.0
Locomotive horsepower	1,800
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by LV		$126,770
Average revenue per carload	$256	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	244,527	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	56,656	
Total variable (avoidable) cost		301,183
Net contribution (loss): total		(174,413)
Average per carload	(352)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

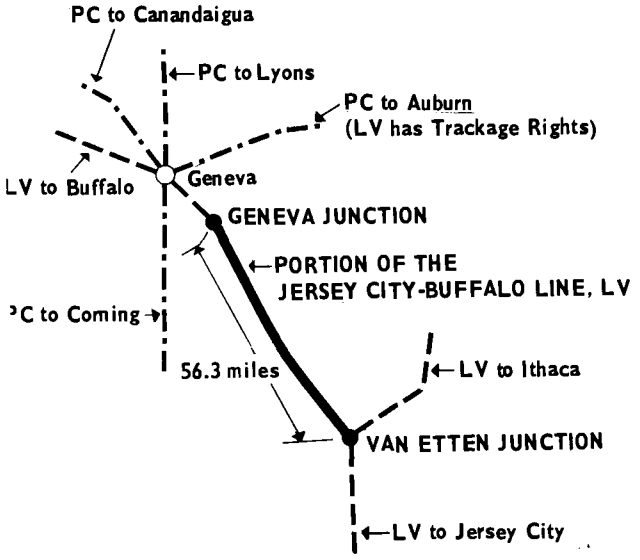
Preliminary Recommendation

It is *not* recommended that the Ithaca Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $174,413 or $352 per carload. Recovery of costs would require approximately a 250 percent increase in traffic or a 140 percent rate increase over the 1973 levels.

PORTION OF THE JERSEY CITY TO BUFFALO LINE

USRA Line No. 1020

Lehigh Valley



This portion of the Jersey City to Buffalo Line, extends from *Van Etten Junction* (Milepost 285.8) to *Geneva Junction, N.Y.* (Milepost 342.1), a distance of *56.3 miles*, in Chemung, Schuyler, and Seneca Counties, N.Y. Continuations of this line extend southward from Van Etten Junction and northward from Geneva Junction. Both of these continuations are also under study in this Report. There is a connection at the Van Etten Junction to the Lehigh Valley Ithaca Branch, which line is also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 52).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Van Etten	3
Cayuta	177
Odessa	209
Burdett	17
Caywood	30
Lodi	2
Gilbert	20
Kendaia	1,013
Total carloads generated by the line	1,471
Average carloads per week	28.3
Average carloads per mile	26.2
Average carloads per train	5.7
1973 Operating information:	
Number of round trips per year	260
Estimated time per round trip (hours)	10.0
Locomotive horsepower	1,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by LV		$503,538
Average revenue per carload	$342	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	597,810	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	141,819	
Total variable (avoidable) cost		739,629
Net contribution (loss): Total		(236,091)
Average per carload	(160)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum operating speed of 10 mph).

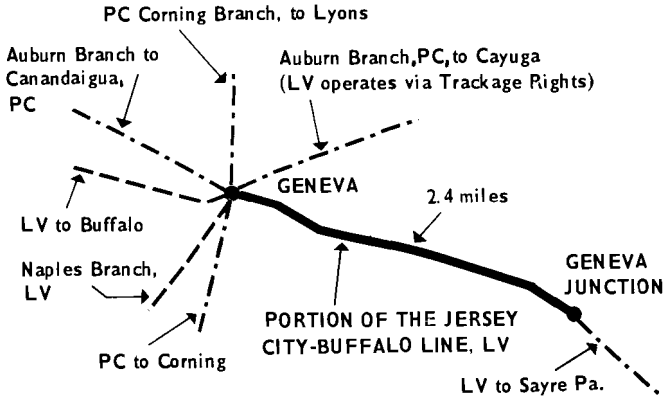
Preliminary Recommendation

It is *not* recommended that this portion of the Jersey City to Buffalo Line be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $236,091 or $160 per carload. Recovery of costs would require approximately a 65 percent increase in traffic or a 45 percent rate over the 1973 levels. Costs may also be lowered by reducing frequency, although this alone will not make the line viable.

PORTION OF JERSEY CITY-BUFFALO LINE

USRA Line No. 1021

Lehigh Valley



This portion of the Jersey City-Buffalo Line of the Lehigh Valley, extends from *Geneva Junction* (Milepost 342.1), to *Geneva, N.Y.* (Milepost 344.5), a distance of *2.4 miles*, in Seneca and Ontario Counties, N.Y. Continuations of this line extend southward from Geneva Junction and westward from Geneva. Both of these continuations are also under study in this Report. Connections with other lines at Geneva are: the Lehigh Valley Naples Branch, the PC Auburn Branch and the PC Corning Branch. The PC Auburn Branch between Geneva and Cayuga and the LV Naples Branch are also under study in this Report. The LV operates over this Auburn Branch segment under a trackage rights agreement. This line was not described as potentially excess in the U.S. DOT Report (see Zone 52).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

This line does not directly serve any shippers but is used to serve USRA Segment Nos. 1020 and 1022. The Preliminary Recommendation for both of these lines is that they not be included in the ConRail system.

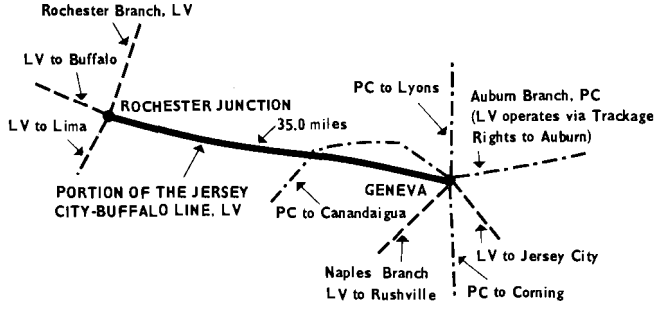
Preliminary Recommendation

It is *not* recommended that this portion of the Jersey City to Buffalo Line be included in the ConRail System.

PORTION OF JERSEY CITY-BUFFALO LINE

USRA Line No. 1022

Lehigh Valley



This portion of the Jersey City-Buffalo Line extends from *Geneva* (Milepost 344.5) to *Rochester Junction, N.Y.* (Milepost 379.5), a distance of *35.0 miles*, in Ontario and Monroe Counties, N.Y. Continuations of this line extend southward from Geneva and westward from Rochester Junction. Both of these continuations are also under study in this Report. Connections at Geneva are: the Lehigh Valley Naples Branch and the PC Auburn and Corning Branches (the LV operates via trackage rights over the PC Auburn Branch). This line also connects with the Lehigh Valley Rochester Branch at Rochester Junction. Portions of the aforementioned connections are under study in this Report except for the PC Corning Branch. This line was not described as potentially excess in the U.S. DOT Report (See Zones 47 and 52).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Geneva	2,484
Manchester	335
Farmington	2
Victor	342
Total carloads generated by the line	3,163
Average carloads per week	60.8
Average carloads per mile	90.4
Average carloads per train	12.2
1973 Operating information:	
Number of round trips per year	260
Estimated time per round trip (hours)	9.0
Locomotive horsepower	1,200
Train crew size	4

Information Provided by RSPO, Shipping, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by LV		$403,853
Average revenue per carload	$128	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	459,386	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	312,984	
Total variable (avoidable) cost		772,370
Net contribution (loss): total		($368,517)
Average per carload		($117)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

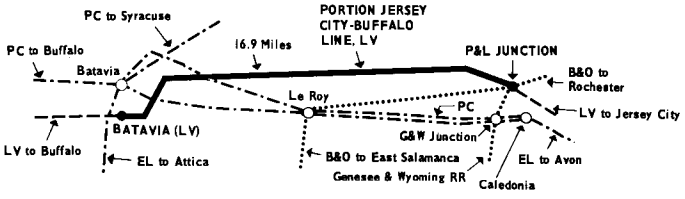
Preliminary Recommendation

It is *not* recommended that this portion of the Jersey City to Buffalo line be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $368,517 or $117 per carload. Recovery of costs would require approximately a four-fold increase in traffic or a 90 percent rate increase over the 1973 levels. Traffic at Geneva, however, is recommended for continued service by ConRail.

PORTION OF THE JERSEY CITY-BUFFALO LINE

USRA Line No. 1023

Lehigh Valley



This portion of the Jersey City-Buffalo line extends from *P & L Junction* (Milepost 394.1) to *Batavia, N.Y.* (Milepost 411.0), a distance of *16.9 miles*, in Genesee, Monroe and Livingston Counties, N.Y. This line was not described as potentially excess in the U.S. DOT Report (see Zone 48).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Caledonia	139
Batavia	312
Total carloads generated by the line	451
Average carloads per week	8.7
Average carloads per mile	26.7
Average carloads per train	3.0
1973 Operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	7.0
Locomotive horsepower	1,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services

Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by LV		$90,805
Average revenue per carload	$201	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	192,061	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	42,238	
Total variable (avoidable) cost		234,299
Net contribution (loss): Total		(143,494)
Average per carload	(318)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

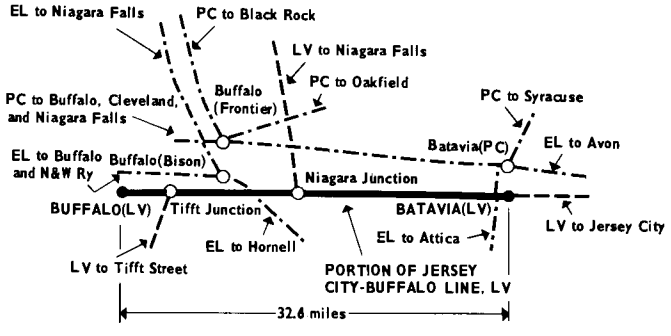
Preliminary Recommendation

It is *not* recommended that this portion of the Jersey City to Buffalo line be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $143,494 or $318 per carload. Recovery of costs would require approximately a three-fold increase in traffic or a 160 percent rate increase over the 1973 levels.

PORTION OF BUFFALO TO JERSEY CITY LINE

USRA Line No. 1024

Lehigh Valley



This portion of the Buffalo to Jersey City Line, extends from *Buffalo* (Milepost 443.6) to *Batavia* (Milepost 411.0), a distance of *32.6 miles*, in Genesee and Erie Counties, N.Y. There are no industries on this line between Buffalo and Batavia. Presently this line serves as a segment of the Lehigh Valley Buffalo to Jersey City line. This line was not described as potentially excess in the U.S. DOT Report (see Zones 48 and 49).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Depew	8
Williamsville	288
North Tonawanda	309
Niagara Falls	4,015
Suspension Bridge	201
Cheektowaga	15
Buffalo	15,171
Niagara Junction, N.Y.	3
Total carloads generated by the line	19,950
Average carloads per week	383.6
Average carloads per mile	611.9
Average carloads per train	133.0
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	10.0
Locomotive horsepower	1,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by LV		$7,208,818
Average revenue per carload	$360	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	749,053	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	3,640,615	
Total variable (avoidable) cost		4,389,668
Net contribution (loss): Total		2,819,150
Average per carload	141	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

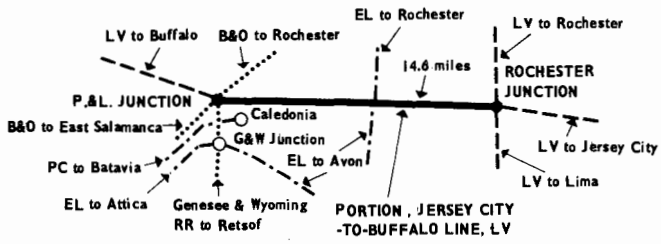
Recommendation

It is recommended that the portion of the Buffalo to Jersey City line serving the industries in the Buffalo area be included in the ConRail System. The remainder of the line will be subject to more detailed analysis.

PORTION OF JERSEY CITY-TO-BUFFALO LINE

USRA Line No. 1025

Lehigh Valley



This portion of the Jersey City-to-Buffalo Line of the Lehigh Valley, extends from *Rochester Junction* (Milepost 379.5) to *P&L Junction, N.Y.* (Milepost 394.1), a distance of *14.6 miles*, in Livingston and Monroe Counties, N.Y. This line continues westward from P&L Junction to Buffalo and eastward from Rochester Junction to Jersey City, N.J., both continuations are under study in this Report. At Rochester Junction the line connects with the Rochester Branch of the LV to Rochester and Lima, also under study in this Report. At P&L Junction the line connects with the B&O line between Ashford and Rochester and with the Genesee & Wyoming RR to Retsof. This line was not described as potentially excess in the U.S. DOT Report (see Zone 47).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

This line does not directly serve any shippers, and is not planned to be used for through service.

Preliminary Recommendation

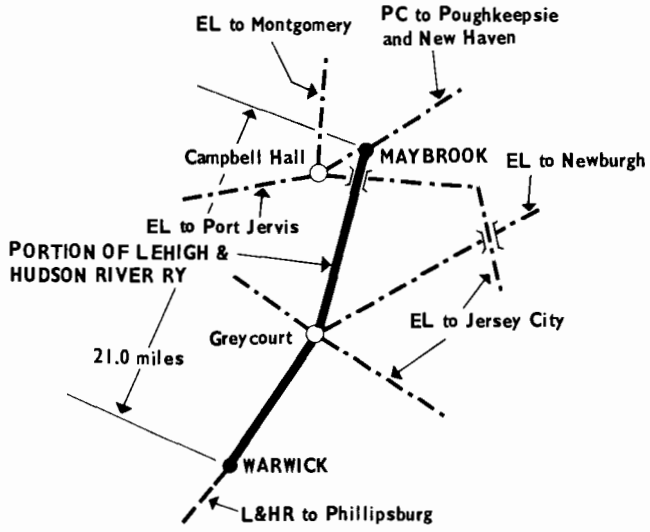
It is *not* recommended that this portion of the Jersey City-to-Buffalo Line be included in the ConRail System.

WARWICK, INCLUSIVE TO MAYBROOK, EXCLUSIVE

USRA Line No. 1700

Lehigh & Hudson River Railway

The Warwick to Maybrook Line extends from *Maybrook* (Milepost 0.0), to *Warwick, N.Y.* (Milepost 21.0), a distance of *21.0 miles*, in Orange County, New



York. A continuation of this line extends southward from Warwick, also under study in this Report. Connections include: the Erie Lackawanna to Port Jervis, Jersey City and Newburgh at Graycourt, the Erie Lackawanna to Port Jervis and Jersey City at Campbell Hall, and at Maybrook, the line connects with the PC to Poughkeepsie. The PC line to Poughkeepsie is also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 56).

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Georgia Pacific at Warwick, N.Y., handled 276 carloads in 1972; 296 carloads in 1973; and anticipated 310 carloads in 1974. Jones Chemical of Warwick, N.Y., ships liquefied chlorine gas. If rail service were lost, the company would relocate at a cost of $3 million in lost annual salaries and $26,000 in school taxes.

Information for Line Retention Decision

The line is required for through freight service, therefore local rail service will be provided to all shippers located on the line.

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

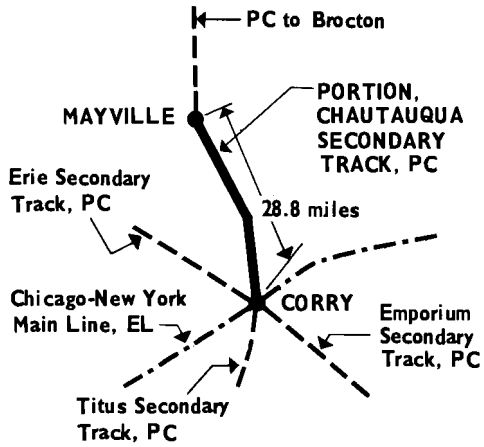
Preliminary Recommendation

It is recommended that the Warwick to Maybrook be included in the ConRail System.

PORTION OF THE CHAUTAUQUA SECONDARY TRACK

USRA Line No. 249

Penn Central



This portion of the Chautauqua Secondary Track, formerly part of the Pennsylvania RR, extends from *Mayville, N.Y.* (Milepost 65.0), to *Corry, Pa.* (Milepost 93.8), a distance of *28.8 miles*, in Chautauqua County, New York and Erie County, Pennsylvania. A continuation of this line runs from Mayville to Brocton (also under study in this Report). At Corry, this line connects with the Chicago-to-Jersey City line of the EL and with the Erie Secondary Track, the Emporium Secondary Track and the Titus Secondary Track of the PC. The three latter lines are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 50 and 51).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Clymer	165
Panama	43
Sherman	206
Mayville	595
Total carloads generated by the line	1,009
Average carloads per week	19.4
Average carloads per mile	35.0
Average carloads per train	9.2
1973 operating information:	
Number of round trips per year	110
Estimated time per round trip (hours)	8
Locomotive horsepower	2,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" stated that the area around Sherman produced over 500 tons of milk and over 30 tons of meat in 1973. It was stated that some perishable food products cannot be shipped by truck. There is also a furniture company at Mayville which moves 60 percent of its furniture by rail. Two local farm services indicated that they would close down if this line is abandoned. RSPO indicates that Ethan Allen Inc. shipped 561 cars of household furniture from Mayville, N.Y.; Meyerink Milling Co. (feed, fertilizer) received or shipped 117 cars from Clymer, N.Y. in '73, except 125 carloads in '74; Agway-Sherman (Farmers Mills) in Sherman, N.Y. had 142 carloads in '73, expect about 100 in '74 (grain and feed); and Farmers Mill Coop. (Clymer, N.Y.) shipped 149 cars. The Town of Sherman, N.Y. shipped 253 carloads of grain in '73. Meyerink Milling and Sherman-Agway would close down without rail service. The State of New York, in its special studies, identified this line as losing $28,924 per year. The annual community loss from abandonment was estimated at $37,161, plus $36,173 in net local property taxes. The State of Pennsylvania did not publish its estimate of rail impact for this segment.

Information for Line Retention Decision

Revenue received by PC		$271,870
Average revenue per carload	$269	
Variable (avoidable) cost of continued service		
Cost incurred on the branch line	258,082	
Cost of upgrading branch line to FRA Class I: (1/10 of Total Upgrading cost)	0	
Cost incurred beyond the branch line	226,068	
Total variable (avoidable) cost		484,150
Net contribution (loss)		(212,280)
Average per carload	(210)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

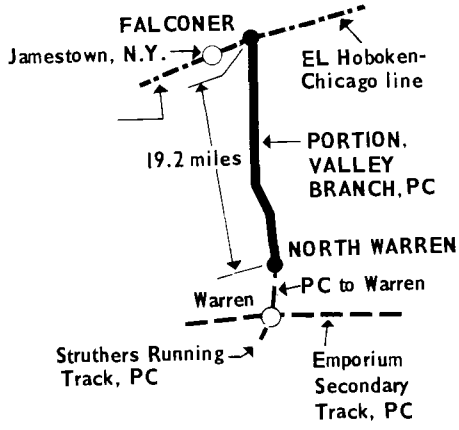
Preliminary Recommendation

It is *not* recommended that this portion of the Chautauqua Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $212,280 or $210 per carload. Recovery of costs would require approximately a five-fold increase in traffic or an 80 percent rate increase over the 1973 levels.

PORTION OF THE VALLEY BRANCH

USRA Line No. 260

Penn Central



This portion of the Valley Branch, formerly part of the New York Central RR, extends from *Falconer, N.Y.* (Milepost 32.1) to *North Warren, Pa.* (Milepost 51.3), a distance of *19.2 miles*, in Chautauqua County, New York and Warren County, Pa. At Falconer this line connects with the Chicago-to-Jersey City line of the EL. A continuation of this line runs from N. Warren to Warren (Milepost 54.4) where it connects with the Emporium Secondary Track of the PC. Both lines are also under study in this Report. In June 1973, the PC applied to the ICC for permission to abandon this line (Docket No. AB–5, Sub. 163). In September 1974, the PC applied to USRA for permission to abandon this line. No action has been taken on either application. This line, with the exception of the portion in Pennsylvania which was not studied, was described as potentially excess in the U.S. DOT Report (see Zones 50 and 75).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Falconer	253
Jamestown	19
Frewsburg	54
Akeley	83
Russell	14
Total carloads generated by the line	423
Average carloads per week	8.1
Average carloads per mile	22.0
Average carloads per train	8.4
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	12.0
Locomotive horsepower	1,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that several companies are opposed to the possible abandonment of this line. A corporation in Frewsburg which purchases, sells and handles various forms of metal alloys indicates that any such action would have a serious adverse effect on their business unless there could be a guarantee of continued service by the EL. The Commissioners of Warren County expressed a strong interest in retaining this line for the numerous businesses located along the line.

Information for Line Retention Decision

Revenue received by PC		$135,105
Average revenue per carload	$320	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	174,941	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	34,848	
Cost incurred beyond the branch line	92,093	
Total variable (avoidable) cost		301,882
Net contribution (loss): total		(166,777)
Average per carload	(396)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 7,000 crossties (an average of 365 crossties per mile).

Preliminary Recommendation

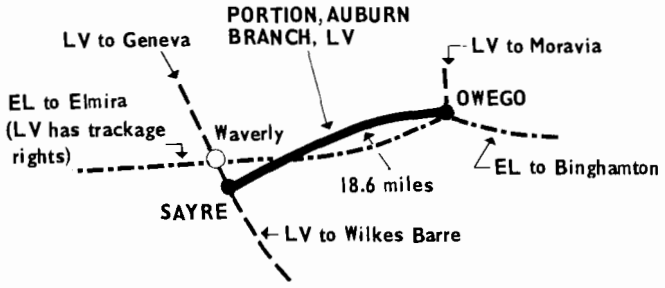
It is *not* recommended that this portion of the Valley Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $166,777 or $396 per carload. Recovery of costs would require approximately a four-fold increase in traffic or a 125 per cent rate increase over the 1973 levels.

PORTION OF THE AUBURN BRANCH

USRA Line No. 1015

Lehigh Valley

This portion of the Auburn Branch, extends from *Sayre, Pa.* (Milepost 271.0) to *Owego*, N.Y. (Milepost 289.6), a distance of *18.6 miles*, in Bradford County, Pa.



and Tioga County, N.Y. This line continues northward from Owego, a portion of which is also under study in this Report. Also at Owego the line connects with the Erie Lackawanna Jersey City-Chicago line. Connections at Sayre, include the Lehigh Valley Waverly-Elmira Branch (via trackage rights over the EL); and the Lehigh Valley Jersey City-Buffalo line, a line which is also under study in this Report between Mehoopany, Pa. and Buffalo. This line was not described as potentially excess in the U.S. DOT Report (see Zones 53 and 73).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Smithboro	180
Total carloads generated by the lines	180
Average carloads per week	3.5
Average carloads per mile	9.7
Average carloads per train	3.5
1973 Operating Information:	
Number of round trips per year	52
Estimated time per round trip (hours)	12.0
Locomotive horsepower	600
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." N.Y. State DOT indicated that this line generated 200 carloads and produced a profit of $49,400.

Information for Line Retention Decision

Revenue received by LV		$35,882
Average revenue per carload	$199	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	169,166	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	21,662	
Total variable (avoidable) cost		190,828
Net contribution (loss): Total		(154,946)
Average per carload	(861)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

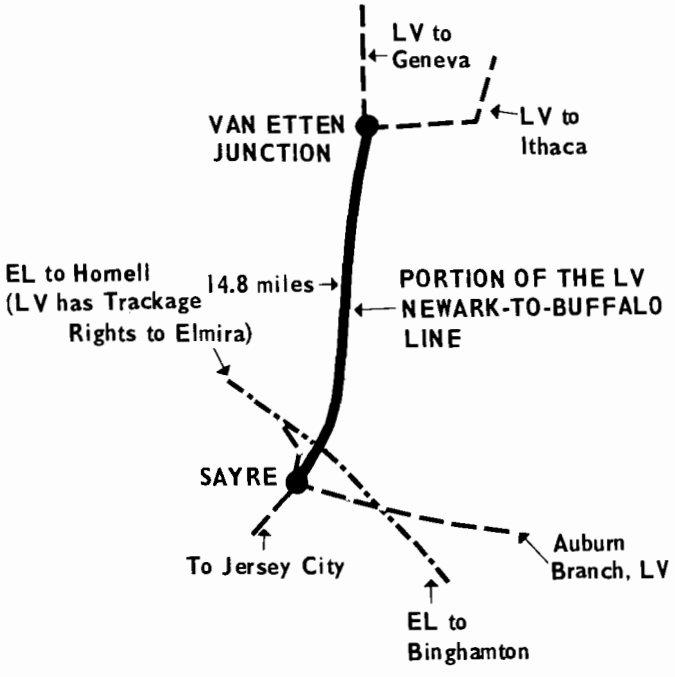
Preliminary Recommendation

It is *not* recommended that this portion of the Auburn Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $154,946 or $861 per carload. Recovery of costs would require approximately an eleven fold increase in traffic or a 430 per cent rate increase over the 1973 levels.

PORTION OF THE JERSEY CITY-TO-BUFFALO LINE

USRA Line No. 1016

Lehigh Valley



This portion of the Jersey City-to-Buffalo Line, extends from *Sayre, Pa.* (Milepost 271.0), to *Van Etten Junction, N.Y.* (Milepost 285.8) a distance of *14.8 miles*, in Bradford County, Pennsylvania, and Tioga and Cheming Counties, N.Y. Continuations of this line extend northward from Van Etten Junction and southward from Sayre. Both continuations are also under study in this Report. Connections with other lines include: the Lehigh Valley Auburn Branch at Sayre and the Lehigh Valley Ithaca Branch at Van Etten Junction. Both branches are also under study in this Report.

Additionally, this line connects with the Lehigh Valley Waverly-Elmira Branch at Sayre. This line was not described as potentially excess in the U.S. DOT Report (see Zones 52, 53 and 73).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Sayre	334
Waverly	533
Total carloads generated by the line	867
Average carloads per week	16.7
Average carloads per mile	58.6
Average carloads per train	2.8
1973 operating information:	
Number of round trips per year	312
Estimated time per round trip (hours)	10.0
Train crew size	4

Information Provided by RSPO, Shipping, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by LV		$177,980
Average revenue per carload	$205	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	286,388	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	106,330	
Total variable (avoidable) cost		392,718
Net contribution (loss): total		(214,738)
Average per carload	(248)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

Preliminary Recommendation

It is recommended that the portion of the LV traffic at Sayre and Waverly be handled by ConRail or the EL or its successor (see Chapter 3). The line north of Waverly is *not* recommended for inclusion in the ConRail System nor to the EL or its successor.

OHIO

Intrastate

PC

USRA line number	Terminals
365	North Benton to Alliance
367	Alliance to Mount Union
371	Magnolia to Minerva
372a	Dover to New Philadelphia
373	Dover to Newcomerstown
374	Newcomerstown to Cambridge
375/376/377	Marietta to Cambridge
387/388	Elyria to Bellevue
477	Lilly Chapel to Miami Xing
477a	Columbus Union Station
478	Holmesville to Howard
478a	Howard to Mount Vernon
480	Columbus to Mount Vernon
481/482	Luckey to Berwick
483	Berwick to Kenton
485	Berwick to Spore
485a	Spore to Bucyrus
487	Edison to Johnstown
488	Granville to Heath
490	Glass Rock to Thurston
491	Truro to East Columbus
493	Truro to Bremen
494	Athens to Armitage
496/496a	Bremen to Circleville
496c	New Lexington to Crooksville
497/498/498a	Morrow to Circleville
499a	Delaware to Scioto
500	Sims Station to Worthington
500a	Columbus to Marion
500b	Bucyrus to Marion
501	Paget to Jones
502/503/504	Bellefontaine to St. Marys
505/506	Belle Centre to Bellefontaine
507	Clyde to Green Springs
513/513a	New Lexington to Corning
514	Corning to Hobson
515	Xenia to Spring Valley
516	Spring Valley to Waynesville
516b	Milford to Clare
516c	Milford to South Lebanon
516d	South Lebanon to Morrow
517	New Paris to Bradford
518	Old River Junction to New River Junction
519/520	New River Junction to Eaton
525	Lebanon to Hageman
527/528	Lytle to Hempstead
529	Hempstead to Clement
531/531a/532	Bryan to Van Wert
533/534/534a/535	Van Wert to Ansonia
536/537	Springfield to Yellow Springs
538	Ansonia to Meekers
539/540/553a	Meekers to West Manchester
541	West Manchester to Carlisle Junction
549	Troy to Cold Springs
551	Troy to Arcanum
558	Eggleston Ave to Avondale
560	Oxford State Street to Union Village
561	Columbus to Xenia
562	Dayton to New Paris
639	Dayton to Xenia
640	Breman to New Lexington
641	Minerva to Bergholz
641a	Bergholz to Pan
642	Warwick to Massillon
643	Millbury Junction to Fremont
643a	Fremont to Clyde
644	Trinway to Zanesville
644a	Zanesville to Crooksville
692	Glass Rock to Spangler
706	Thurston Secondary Track at Heath
714	Warren to Ashtabula

Interstate

Ohio to Michigan (these lines are discussed under Michigan)

393	Vulcan, Ohio to N&W Xing East of Adrian
437	Alexis, Ohio to Carleton, Mich. (C&O Trackage Rights)
530	Bryan, Ohio to Hudson, Mich.

Ohio to West Virginia

353	Martin's Ferry, Ohio to Benwood, W. Va.
514a	Hobson, Ohio to Nitro, W. Va.

Ohio to Indiana (these lines are discussed under Indiana)

520a	Eaton, Ohio to Richmond, Ind.
554	Glen Karn, Ohio to Hunter, Ind.
571a	Cedar Grove, Ohio to Valley Junction, Ind.
638	New Paris, Ohio to Richmond, Ind.

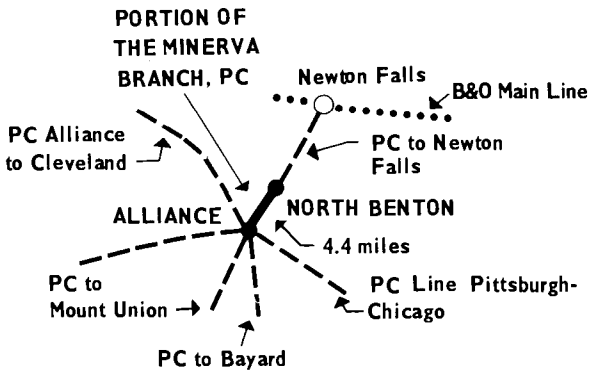
PORTION OF THE MINERVA BRANCH

USRA Line No. 365

Penn Central

This portion of the Minerva Branch, formerly part of the New York Central RR, extends from *North Benton* (Milepost 18.5) to *Alliance, Ohio* (Milepost 22.9), a distance of *4.4 miles*, in Mahoning, Portage and Stark

Counties, Ohio. This line is in Zones 93, 95, and 96 in the U.S. Department of Transportation Report, "Rail Service in the Midwest and Northeast Region," dated Feb-



ruary 1, 1974. The northerly continuation of this line, from North Benton to the B&O at Newton Falls, is also under study in this report. At Alliance, PC lines to Cleveland, Chicago and Pittsburgh intersect as do local lines to Bayard and Mount Union, both also under study.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:		
North Benton		37
Total carloads generated by the line		37
Average carloads per week	0.7	
Average carloads per mile	8.4	
Average carloads per train	0.8	
1973 Operating information:		
Number of round trips per year		45
Estimated time per round trip (hours)		1.5
Locomotive horsepower		1,750
Train crew size		4

Information Provided by RSPO, Shippers, Government Agencies

No information was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$15,385
Average revenue per carload	$416	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	32,314	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	11,641	
Cost incurred beyond the branch line	8,569	
Total variable (avoidable) cost		52,524
Net contribution (loss) total		(37,139)
Average per carload		(1,004)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,300 crossties (an average of 295 crossties per mile).

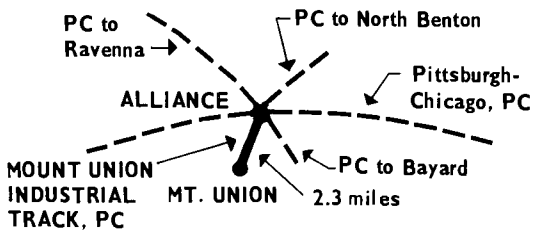
Preliminary Recommendation

It is *not* recommended that this portion of the Minerva Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $37,139 or $1,004 per carload. Recovery of costs would require approximately a five-fold increase in traffic or a 241 percent rate increase over the 1973 levels.

MT. UNION INDUSTRIAL TRACK

USRA Line No. 367

Penn Central



The Mount Union Industrial Track, formerly part of the New York Central RR, extends from *Alliance* (Milepost 25.6) to *Mt. Union, Ohio* (Milepost 26.9), a distance of *2.3 miles*, in Stark County, Ohio. This line connects at Alliance with Penn Central's line to Ravenna and Cleveland and with Penn Central's line between Pittsburgh and Chicago. The three other Penn Central lines at Alliance are the branches to Bayard, Newton Falls, and Niles. The first two are under study in this report. Penn Central filed to abandon this line (Docket No. AB-5 Sub. 179). This line was not described as potentially excess in the U.S. DOT Report (see Zone 96).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:		
Alliance[1]		11
Total carloads generated by the line		11
Average carloads per week		0.2
Average carloads per mile		4.3
Average carloads per train		0.5
1973 operating information:		
Number of round trips per year		22
Estimated time per round trip (hours)		2.0
Locomotive horsepower		1,750
Train crew size		4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$2,102
Average revenue per carload	$191	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	23,433	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	14,626	
Cost incurred beyond the branch line	2,240	
Total variable (avoidable) cost		40,309
Net contribution (loss): total		(38,207)
Average per carload	(9,473)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 300 crossties (an average of 130 crossties per mile).

Preliminary Recommendation

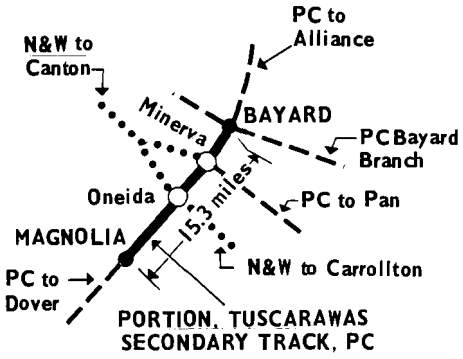
It is *not* recommended that the Mount Union Industrial Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $38,207 or $9,473 per carload. Recovery of costs would require both an increase in traffic and a rate increase over the 1973 levels.

PORTION OF TUSCARAWAS SECONDARY TRACK

USRA Line No. 371

Penn Central

This portion of the Tuscarawas Secondary Track, formerly part of the Pennsylvania RR, extends from *Minerva* (Milepost 2.9) to *Magnolia, Ohio* (Milepost 15.3), a distance of *12.4 miles*, in Stark, Carroll and Columbiana Counties, Ohio. This line continues south to Dover, which is also under study in this Report. At Oneida (Milepost 5.7) and Minerva (Milepost 2.6) it connects with branches of the N&W Ry. At Bayard it connects with the PC's Bayard Branch, and with the Mahoning Secondary Track to Alliance. At Minerva it also connects with the Alliance Branch of the PC



to Pan. This line, except between Bayard and Minerva, was described as potentially excess in the U.S. DOT Report (see Zones 96 and 97).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Minerva[1]	175
Malvern	10
Waynesburg	617
Magnolia	189

[1] Includes only traffic on segment.

Total carloads generated by the line	991
Average carloads per week	19.0
Average carloads per mile	14.7
Average carloads per train	6.6
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip	4
Locomotive horsepower	1,750
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Tuscarawas Chamber of Commerce said the line generates 109 carloads per mile.

Information for Line Retention Decision

Revenue received by PC		$338,241
Average revenue per carload	$342	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	152,105	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	236,350	
Total variable (avoidable) cost		388,455
Net contribution (loss): Total		(50,214)
Average per carload	(51)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

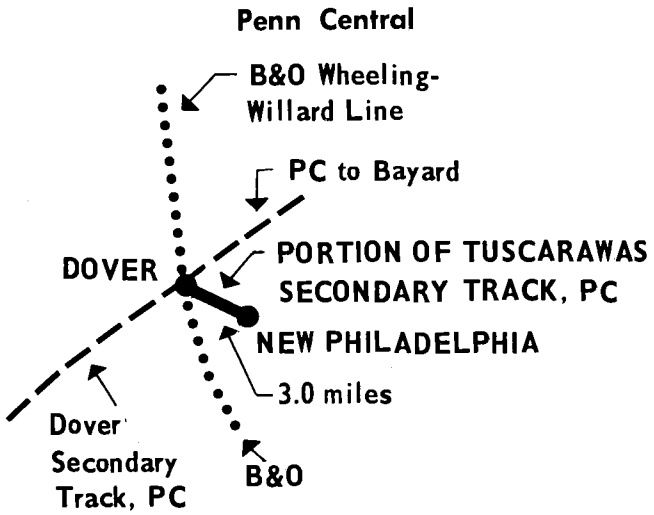
An evaluation of coal reserves by USRA staff indicates there may be reserves adjacent to this line.

Preliminary Recommendation

It is *not* recommended that this portion of the Tuscarawas Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $50,214 or $51 per carload. Recovery of costs would require approximately a 50 percent increase in traffic or a 15 percent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone will *not* make the line viable.

PORTION OF TUSCARAWAS SECONDARY TRACK

USRA Line No. 372a



This portion of the Tuscarawas Secondary Track, formerly part of the Pennsylvania RR, extends from *Dover* (Milepost 28.8), to *New Philadelphia, Ohio* (Milepost 31.8), a distance of *3.0 miles*, in Tuscarawas County, Ohio. This line connects at Dover with the PC Dover Secondary Track and the northerly continuation of the Tuscarawas Secondary Track, both under study in this Report. The B&O line from Wheeling also serves Dover. This line was not described as potentially excess in the U.S. DOT Report (see Zone 97).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Dover [1]	752
Total carloads generated by the line	752
Average carloads per week	14.5
Average carloads per mile	250.7
Average carloads per train	10.0
1973 operating information:	
Number of round trips per year	75
Estimated time per round trip (hours)	1.5
Locomotive horsepower	1,750
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled, "The Public Response to the Secretary of Transportation's Rail Service Report," indicates that the Ohio Power Company at New Philadelphia uses this line to move ammonium nitrate, which is used to extract coal from mines.

Information for Line Retention Decision

Revenue received by PC		$222,924
Average revenue per carload	$296	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	54,341	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	4,348	
Cost incurred beyond the branch line	150,415	
Total variable (avoidable) cost		209,104
Net contribution (loss): total		13,820
Average per carload	18	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 750 crossties (an average of 250 crossties per mile).

An evaluation of coal reserves by USRA staff indicates that there may be coal reserves adjacent to this line.

Recommendation

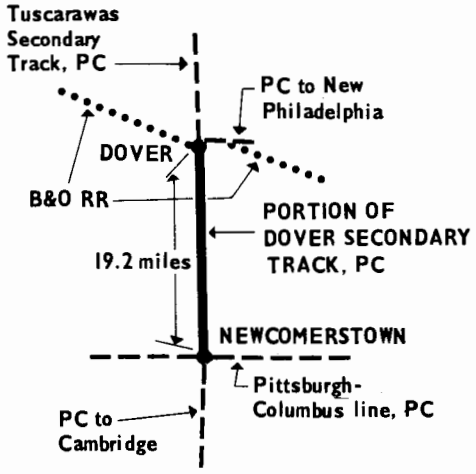
It is recommended that if possible, Chessie assume service to this line. If such an agreement cannot be reached, this portion of the Tuscarawas Secondary Track will be included in the ConRail System.

Transfer of this line to Chessie will not materially impair the profitability of ConRail or other carriers in the Region under the provisions of Section 206(d)(3).

PORTION OF DOVER SECONDARY TRACK

USRA Line No. 373

Penn Central



This portion of the Dover Secondary Track, formerly part of the Pennsylvania RR, extends from *Newcomerstown* (Milepost 84.1) to *Dover, Oh.* (Milepost 103.3), a distance of *19.2 miles*, in Tuscarawas County, Ohio. A continuation of this line extends southward from Newcomerstown to Cambridge (also under study in this Report). At Dover, this line connects with the Tuscarawas Secondary Track, PC (and with a PC line to New Philadelphia, both also under study in this Report). Also at Dover, this line connects with the Baltimore & Ohio Railroad. At Newcomerstown, this line connects with the Pittsburgh-Columbus Line of the PC. This line was described as potentially excess in the U.S. DOT Report (see Zone 97).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:		
Dover[1]		780
Stone Creek		414
Total carloads generated by the line		1,194
Average carloads per week	23.0	
Average carloads per mile	62.2	
Average carloads per train	6.0	
1973 Operating Information:		
Number of round trips per year		200
Estimated time per round trip, hours		7
Locomotive horsepower		1,500
Train crew size		5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Tuscarawas Chamber of Commerce estimated 109 cars per mile. Dover Chemical estimated that shipments from Houston, Texas via truck would be $4.34 per cwt compared to a rail rate of $1.25 and $1.75 per cwt. Stone Creek Brick at Stone Creek shipped 433 carloads in 1973 according to the testimony. Trucking is not an alternative because of weight and length factors.

Information for Line Retention Decision

Revenue received by		$440,887
Average revenue per carload	$369	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	230,925	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	267,788	
Total variable (avoidable) cost		498,713
Net contribution (loss): total		(57,826)
Average per carload	(48)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). An evaluation of coal reserves by USRA staff indicates that there may be recoverable reserves adjacent to this line.

Preliminary Recommendation

It is *not* recommended that this portion of the Dover Secondary Track be included in the ConRail System unless this line is required to provide service from USRA Line segment No. 372a. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $57,826 or $48 per carload. Recovery of costs would require approximately a 35 percent increase in traffic or a 13 percent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone will *not* make the line viable.

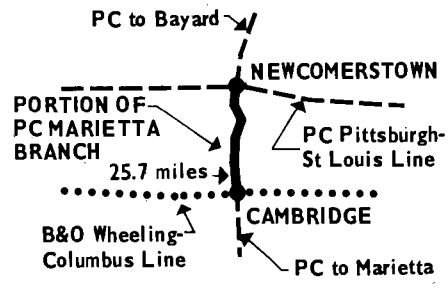
PORTION OF MARIETTA BRANCH/DOVER SECONDARY TRACK

USRA Line No. 374

Penn Central

This portion of the Marietta Branch and the Dover Secondary Track, formerly part of the Pennsylvania RR, extends from *Cambridge* (Milepost 58.8) to *Newcomerstown, Ohio* (Milepost 84.5), a distance of *20.4 miles*, in Guernsey and Tuscarawas Counties, Ohio. The southern section of the Marietta Branch, which runs

from Marietta to Cambridge and the line's northern connection, the PC Dover Secondary Track, are both under study in this Report. The Penn Central line from



Pittsburgh to St. Louis connects with this line at Newcomerstown; the B&O Columbus-Wheeling line connects at Cambridge. This line was described as potentially excess in the U.S. DOT Report (see Zones 97 and 102).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Cambridge	407
Oldham	0
Total carloads generated by the line	407
Average carloads per week	7.8
Average carloads per mile	20.0
Average carloads per train	2.9
1973 Operating information:	
Number of round trips per year	140
Estimated time per round trip (hours)	10
Locomotive horsepower	1,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Cambridge Area Chamber of Commerce said PC maintenance has curtailed usage and line abandonment would boost transportation costs and unemployment. Termination of Penn Central service would not be opposed if alternative service could be provided over C&O/B&O.

Information for Line Retention Decision

Revenue received by PC		$186,568
Average revenue per carload	$458	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	223,062	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	104,999	
Total variable (avoidable) cost		327,961
Net contribution (loss): Total		(141,393)
Average per carload	(347)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). An evaluation of coal reserves by USRA staff indicates there may be reserves adjacent to this line, but the size of the reserves and the potential for economical mining is unknown at this time.

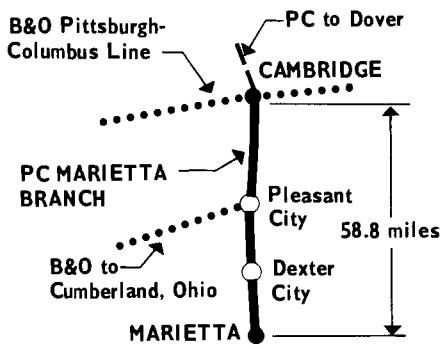
Preliminary Recommendation

It is *not* recommended that this portion of the Marietta Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $141,393 or $347 per carload. Recovery of costs would require approximately a 165 percent increase in traffic or a 75 percent rate increase over the 1973 levels.

PORTION OF MARIETTA BRANCH

USRA Line No. 375/376/377

Penn Central



This portion of the Marietta Branch, formerly part of the Pennsylvania RR, extends from *Marietta* (Milepost 0.0) to *Cambridge, Ohio* (Milepost 58.8), a distance of *58.8 miles*, in Washington, Noble and Guernsey Counties, Ohio. This line continues north as the Dover Secondary Track to Dover. It connects with the B&O (Pittsburgh-Columbus line) at Cambridge and with a B&O branch to Cumberland, Ohio at Pleasant City. In August 1972, Penn Central petitioned to abandon the portion of this line south of Dexter City (Milepost 27.0), ICC Docket No. AB-5, Sub. 92. No action has been taken. This line was described as potentially excess in the U.S. DOT Report (see Zones 102 and 104).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Vanadis	141
Byesville	82
Pleasant City	2
Ava	24
Belle Valley	1
Caldwell	137
Dexter City	57
Macksburg	0
Marietta	459
Total carloads generated by the line	903
Average carloads per week	17.4
Average carloads per mile	15.4
Average carloads per train	20.1
1973 operating information:	
Number of round trips per year	45
Estimated time per round trip (hours)	12
Locomotive horsepower	1,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Marietta Chamber of Commerce stated that Dexter City (Zone 102) and Newcomerstown (97) cannot be reached from the other direction because the railroad bridge crossing the Muskingum River (owned by B&O) is no longer in service. Testimony submitted by Allen K. Penttila, Evans Products Co., states the B&O also serves Marietta but cannot service their plant because the B&O has no physical connection with the PC. USRA staff reports the Public Utilities Commission and Ohio DOT indicated that the B&O has a standing petition to abandon the B&O line from Marietta to *or* in the direction of Zanesville via Waterford and McConnellsville. USRA staff confirmed that the bridge at Marietta is out of service and PC no longer connects with the B&O.

Information for Line Retention Decision

Revenue received by PC		$331,793
Average revenue per carload	$367	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	459,397	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	72,563	
Cost incurred beyond the branch line	195,588	
Total variable (avoidable) cost		727,548
Net contribution (loss): total		(395,755)
Average per carload	(438)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 14,400 crossties (an average of 245 crossties per mile).

An evaluation of coal reserves by USRA staff indicates there may be reserves adjacent to this line, but coal reserves are of unknown quantity and quality.

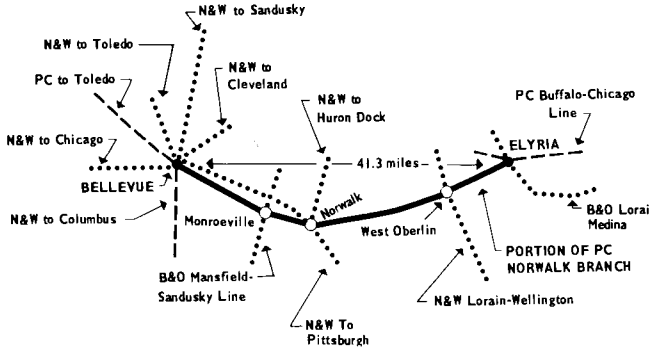
Preliminary Recommendation

It is *not* recommended that the Marietta Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $395,755 or $438 per carload. Recovery of costs would require approximately a three-fold increase in traffic or a 120 percent rate increase over the 1973 levels.

PORTION OF NORWALK BRANCH

USRA Line No. 387/388

Penn Central



This portion of the Norwalk Branch, formerly part of the New York Central RR, extends from *Elyria* (Milepost 209.4), to *Bellevue* (Milepost 250.7), a distance of *41.3* miles, in Lorain and Huron Counties, Ohio. This line continues west to Toledo; the adjacent section from Bellevue to Clyde is under study in this Report. At Elyria connection is made with the PC Buffalo-Chicago line and with the B&O Lorain-Medina line. At Bellevue, N&W lines to Columbus, Sandusky, Chicago, Cleveland and Pittsburgh intersect. Two other N&W lines cross this branch; the Huron Dock line at Norwalk and the Lorain-Wellington line at West Oberlin. Two B&O branches also cross this portion of the Norwalk Secondary Track; the Mansfield-Sandusky line at Monroeville and the Lorain-Medina line at Elyria. In December 1972, the Penn Central filed to abandon this line (ICC Docket No. AB–5, Sub 132). No action has been taken. The portion of this line between Elyria and Norwalk was described as potentially excess in the U.S. DOT Report (see Zones 91 and 100).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Oberlin	65
Kipton	72
Wakeman	14
Collins	8
Norwalk	124
Monroeville	4
Bellevue	675
Total carloads generated by the line	962
Average carloads per week	18.5
Average carloads per mile	23.3
Average carloads per train	4.8
1973 operating information:	
Number of round trips per year	200
Estimated time per round trip (hours)	12
Locomotive horsepower	1,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that abandonment will hamper potential for industrial growth, according to NOACA. The group claims lack of PC cars requires shippers to move two-thirds of their grain by truck at higher cost.

Information for Line Retention Decision

Revenue received by PC		$435,120
Average revenue per carload	$452	
Variable (avoidable) cost of continued service:		
Cost incurred beyond the branch line	427,139	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	72,608	
Cost incurred beyond the branch line	269,168	
Total variable (avoidable) cost		768,915
Net contribution (loss): total		(333,795)
Average per carload	(347)	

This line would require upgrading to meet the requirement of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 10,000 crossties (an average of 242 crossties per mile).

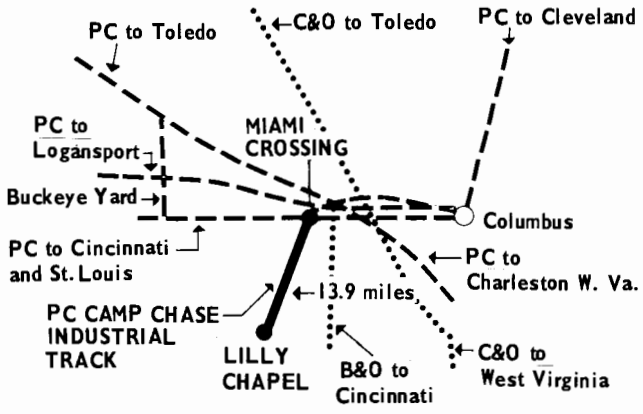
Preliminary Recommendation

It is *not* recommended that this portion of the Norwalk Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $333,795 or $347 per carload. Recovery of costs would require approximately a two-fold increase in traffic or a 75 percent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone will *not* make the line viable.

CAMP CHASE INDUSTRIAL TRACK

USRA Line No. 477

Penn Central



The Camp Chase Industrial Track, formerly part of the New York Central Railroad, extends from *Miami Crossing* (Milepost 141.5) to *Lilly Chapel, Ohio* (Milepost 155.4), a distance of *13.9 miles*, in Franklin and Madison Counties, Ohio. The Camp Chase Secondary Track leaves the PC Indianapolis-Columbus Main Line at Miami Crossing. The extension of this line, which parallels the PC main into Columbus is also under study in this report. This line was described as potentially excess in the U.S. DOT Report (see Zones 103 and 110).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Galloway	0
Lilly Chapel	60
Columbus[1]	3,243
Total carloads generated by the line	3,303
Average carloads per week	63.5
Average carloads per mile	237.6
Average carloads per train	13.2
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip, hours	8.5
Locomotive horsepower	1,200
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary

of Transportation's Rail Service Report," indicated that the Pillsbury Company is negotiating with Penn Central to operate a 100-car unit train for its Lilly Chapel Plant and it anticipates a need for 675 more cars by 1978.

Information for Line Retention Decision

Revenue received by PC		$1,331,663
Average revenue per carload	$403	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	277,179	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	518,718	
Total variable (avoidable) cost		795,897
Net contribution (loss): Total		535,766
Average per carload	162	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

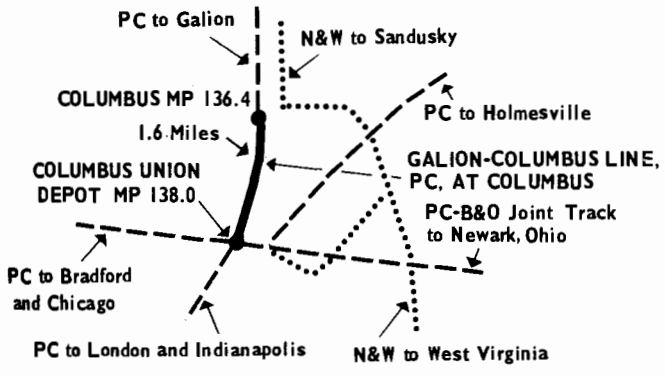
Recommendation

It is recommended that the Camp Chase Industrial Track be included in the ConRail System.

COLUMBUS UNION STATION

USRA Line No. 477a

Penn Central



The Columbus Union Station extends from *Milepost 136.4 to 138.0*, a distance of *1.6 miles*, in Franklin County, Ohio. This line provides access to the Columbus Union Station. This line was not described as potentially excess in the U.S. DOT Report (see Zone 103).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Columbus[1]	71
Total carloads generated by the line	71
Average carloads per week	1.4
Average carloads per mile	44.3
Average carloads per train	1.4
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	2.5
Locomotive horsepower	1,200
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$20,856
Average revenue per carload	$294	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	24,200	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	13,263	
Total variable (avoidable) cost		37,463
Net contribution (loss): total		(16,607)
Average per carload	(234)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

Preliminary Recommendation

It is *not* recommended that this line at Columbus Union Station be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $16,607 or $234 per carload. Recovery of costs would require approximately a 220 percent increase in traffic or an 80 percent rate increase over the 1973 levels.

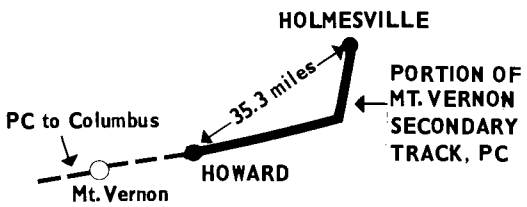
PORTION OF MOUNT VERNON SECONDARY TRACK

USRA Line No. 478

Penn Central

This portion of the Mt. Vernon Secondary Track, formerly part of the Pennsylvania RR, extends from

Holmesville (Milepost 54.6), to *Howard, Ohio*, (Milepost 89.9), a distance of *35.3 miles*, in Knox and Holmes Counties, Ohio. The continuation of this line from



Howard to Mount Vernon and Columbus is also under study in this Report. In August, 1972, Penn Central filed a petition to abandon this line (ICC Docket No. AB–5, Sub. 93). On September 25th, 1974, PC applied to the U.S. Railway Association for similar action (Docket No. 75–45). No final action has been taken in either case. This line was described as potentially excess in the U.S. DOT Report (see Zone 97).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Holmesville	344
Millersburg	329
Killbuck	91
Glenmont	54
Brink Haven	5
Danville	44
Total carloads generated by the line	867
Average carloads per week	16.7
Average carloads per mile	24.6
Average carloads per train	5.8
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	4.0
Locomotive horsepower	1,200
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated considerable concern about the increased transportation costs which would result from the loss of rail service. Data was provided by eleven shippers on the line which indicated that they planned to increase their use of rail service.

According to PC staff, historically, the line has been subject to devastating floods on a 19-year cycle. The last one in 1969 caused $1.5 million in rehabilitation work for bridges, culverts, subgrade and track damage.

Information for Line Retention Decision

Revenue received by PC		$234,210
Average revenue per carload	$270	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	316,968	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	160,445	
Total variable (avoidable) cost		477,413
Net contribution (loss): total		(243,203)
Average per carload	(281)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

The potential for near-term increases in traffic volume appears to depend on Patrick Industries, which projected a 75- to 100-carload increase in 1974 over 1973, and Pampered Beef Exports which began production in 1974 but provided no estimate of traffic potential.

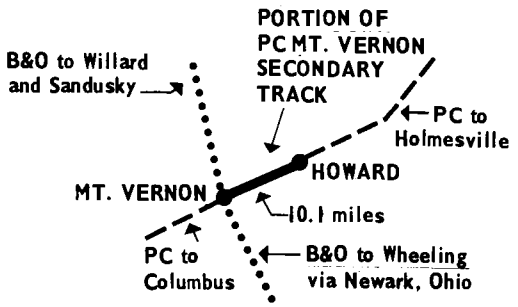
Preliminary Recommendation

Although the preliminary recommendation is that this portion of the Mt. Vernon Secondary Track not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $243,203 or $281 per carload. Recovery of costs would require approximately a three-fold increase in traffic or a 105 percent rate increase over the 1973 levels.

PORTION OF MOUNT VERNON SECONDARY TRACK

USRA Line No. 478a

Penn Central



This portion of the Mt. Vernon Secondary Track, formerly part of the Pennsylvania RR, extends from *Howard* (Milepost 89.9) to *Mt. Vernon* (Milepost 100.0), a distance of *10.1 miles*, in Knox County, Ohio. The eastern and western continuations of this track are both also under study in this Report. The Baltimore & Ohio line between Newark and Willard crosses this line at Mt. Vernon. This line was not described as potentially excess in the U.S. DOT Report (see Zone 97).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Howard	1,881
Gambier	0
Mt. Vernon [1]	179
Total carloads generated by the line	2,060
Average carloads per week	39.6
Average carloads per mile	204.0
Average carloads per train	8.2
1973 operating information:	
Number of round trips per year	250
Estimated time per round trips (hours)	12
Locomotive horsepower	1,200
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Millwood Sand shipped 2,143 cars in 1973 and projected 2,335 cars in 1974.

Information for Line Retention Decision

Revenue received by PC		$420,755
Average revenue per carload	$204	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	286,066	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	186,162	
Total variable (avoidable) cost		472,228
Net contribution (loss): total		(51,473)
Average per carload	(25)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

Preliminary Recommendation

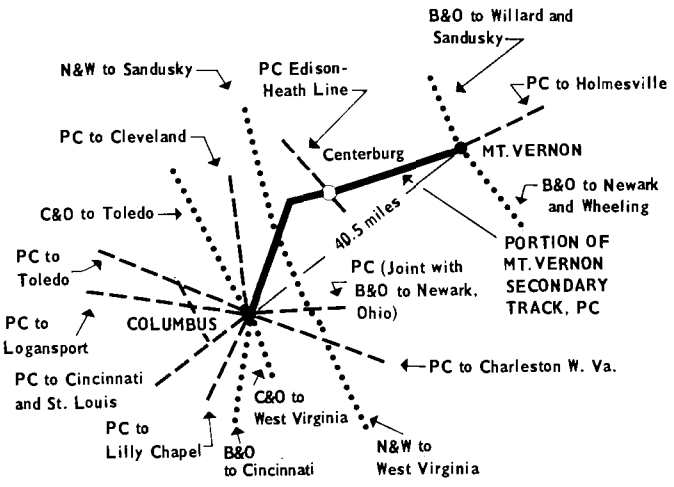
Although the preliminary recommendation is that this portion of the Mt. Vernon Secondary Track not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $51,473 or $25 per carload. Recovery of costs would require approximately a 20 per cent increase in traffic or a 12 percent rate increase over the 1973 levels.

A reduction in frequency must be explored; this could make the line self-sustaining if no revenue were lost.

PORTION OF MT. VERNON SECONDARY TRACK

USRA Line No. 480

Penn Central



This portion of the Mt. Vernon Secondary Track, formerly part of the Pennsylvania RR, extends from *Mt. Vernon* (Milepost 100.0), to *Columbus* (Milepost 140.5), a distance of *40.5 miles*, in Franklin, Delaware and Knox Counties, Ohio. This line continues eastward to Holmesville; its eastern segments are also under study in this Report. At Columbus, ten routes converge (2 B&O, 2 C&O, 2 N&W, the remainder are Penn Central). Two local PC routes, also under study in this Report, are accessible via Columbus—the Western Branch toward Charleston, W. Va. and the Camp Chase Secondary Track to Lilly Chapel. At Centerburg, this line intersects the PC Thurston Secondary Track, which is also under study in this Report. This line except for a short portion near Columbus was described as potentially excess in the U.S. DOT Report (see Zones 97 and 103).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Mt. Vernon [1]	1,782
Bangs	13
Centerburg	10
Condit	190
Sunbury	448
Galena	83
Westerville	215
Columbus [1]	277
Total carloads generated by the line	3,018
Average carloads per week	58.0
Average carloads per mile	74.5
Average carloads per train	10.1
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	7
Locomotive horsepower	2,400
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Cellar Lumber felt that a switch to truck would close or curtail their business. PPG said trucking could not substitute for rail in hauling raw materials. Inbound sand to PPG is received from Howard, Ohio on Line No. 478a.

Information for Line Retention Decision

Revenue received by PC		$838,122
Average revenue per carload	$278	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	498,167	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	414,643	
Total variable (avoidable) cost		912,810
Net contribution (loss): total		(74,688)
Average per carload	(25)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Although service to this line generates a loss, a 17 percent increase in traffic or a 9 percent rate increase above 1973 levels would enable financial self-sufficiency.

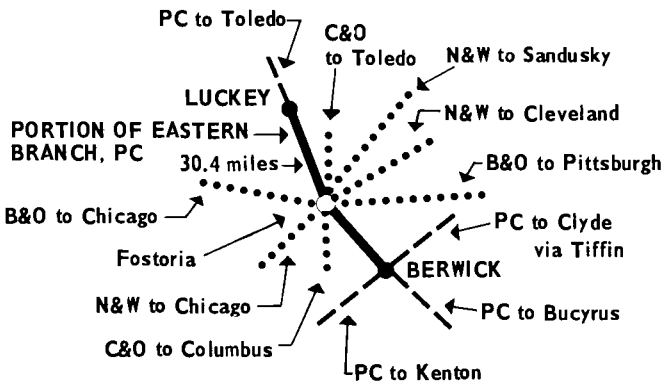
Recommendation

It is recommended that this portion of the Mt. Vernon Secondary Track be included in the ConRail System.

PORTION OF EASTERN BRANCH

USRA Line No. 481/482

Penn Central



This portion of the Eastern Branch, formerly part of the New York Central Railroad, extends from *Luckey* (Milepost 15.8), to *Berwick, Ohio* (Milepost 46.2), a distance of *30.4 miles*, in Wood and Seneca Counties, Ohio. This line continues northward to Toledo and southward to Kenton. The southern continuation, the Thurston Secondary Track (to Bucyrus) and the Sandusky Secondary Track (to Clyde), which intersect the line at Berwick, are all under study in this Report. At Fostoria, the N&W Chicago-Cleveland, B&O Chicago-Pittsburgh and the C&O Columbus-Toledo lines meet. This line was described as potentially excess in the U.S. DOT Report (See Zones 100 and 113).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Pemberville	11
Wayne	16
Fostoria	758
New Riegel	0
Berwick	1
Total carloads generated by the line	786
Average carloads per week	15.1
Average carloads per mile	25.9
Average carloads per train	5.2
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	6
Locomotive horsepower	1,750
Train crew size (people)	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that American Oil is located at Berwick. Pemberville Elevator no longer uses the PC, but has an elevator on the Chessie.

Information for Line Retention Decision

Revenue received by Penn Central		$312,658
Average revenue per carload	$398	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	259,741	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	166,737	
Total variable (avoidable) cost		426,478
Net contribution (loss): total		(113,820)
Average per carload	(145)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

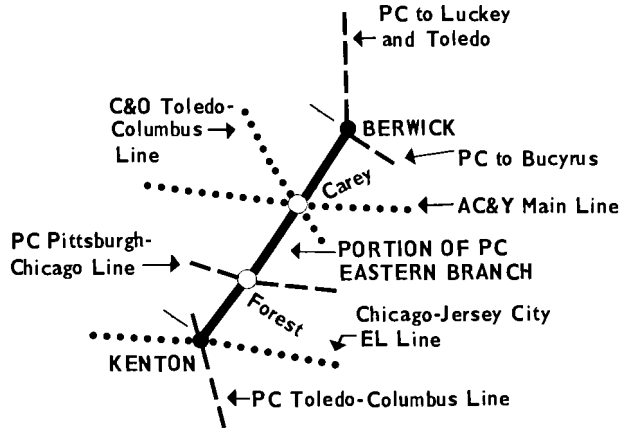
Preliminary Recommendation

It is *not* recommended that this portion of the Eastern Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $113,820 or $145 per carload. Recovery of costs would require approximately a 75 percent increase in traffic or a 35 percent rate increase over the 1973 levels.

PORTION OF EASTERN BRANCH

USRA Line No. 483

Penn Central



This portion of the Eastern Branch, formerly part of the New York Central RR, extends from *Berwick* (Milepost 46.2) to *Kenton, Ohio*, (Milepost 74.1), a distance of *27.9 miles*, in Seneca, Wyandot and Hardin Counties, Ohio. At Kenton, this line intersects the Main Line of the Erie Lackawanna Ry. and the Western Branch of the PC. At Forest, the PC Pittsburgh-Chicago Line crosses. At Carey the C&O Toledo-Columbus line and the AC&Y RR Main Line intersect. At Berwick the line continues northward to Luckey (a line also under study in this Report) and also connects with the PC Sandusky Secondary Track to Clyde and the PC Thurston Secondary Track to Bucyrus, both also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 110 and 112).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Carey	5,327
Wharton	4
Forest	3
Patterson	22
McVittys	848
Grants	41
Total carloads generated by the line	6,245
Average carloads per week	120.1
Average carloads per mile	223.8
Average carloads per train	20.8
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	8.6
Locomotive horsepower	2,250
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that M. A. Hogan Elevator, Inc., estimated 51 carloads and projected 155–205 carloads. This company's rail use declined in 1973 due to poor weather conditions and poor rail service (PC staff also reported outbound traffic would increase if cars were available). The Boich Lime and Coal Company at McVittys (not on patron list) operates a high quality Dolomite limestone quarry which has a life expectancy of 50 years.

Information for Line Retention Decision

Revenue received by PC		$1,837,160
Average revenue per carload	$294	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	412,478	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	45,612	
Cost incurred beyond the branch line	1,087,274	
Total variable (avoidable) cost		1,545,364
Net contribution (loss): Total		291,796
Average per carload	47	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 6,400 crossties (an average of 229 crossties per mile).

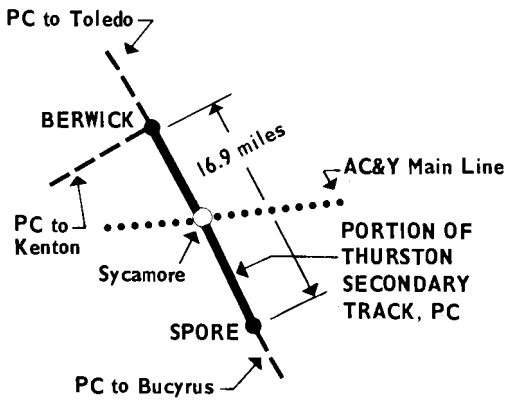
Recommendation

It is recommended that this portion of the Eastern Branch be included in the ConRail System.

PORTION OF THURSTON SECONDARY TRACK

USRA Line No. 485

Penn Central



This portion of the Thurston Secondary Track, formerly part of the New York Central RR, extends from *Berwick* (Milepost 46.0), to *Spore, Ohio* (Milepost 62.9), a distance of *16.9* miles, in Crawford, Wyandot and Seneca Counties, Ohio. All three Penn Central connections at Berwick to Kenton, Clyde and Toledo are under study in this Report, as is this line's southern extension from Spore to Bucyrus. Penn Central applied to abandon this line (ICC Docket # AB–5 Sub. 41). This application was approved in June, 1973; however, tracks will not be removed until a connection is constructed at Bucyrus linking the lower portion of the Thurston Secondary Track to the PC Pittsburgh-Chicago line. This line was not shown in the U.S. DOT Report (see Zones 100 and 112).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

This line is only used to serve the traffic generated on USRA Line Segment 485a. The construction of a connection at Bucyrus will eliminate the need for this line.

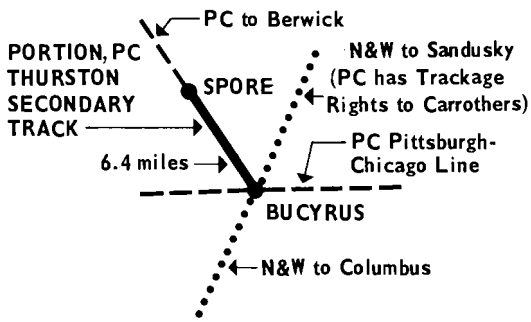
Preliminary Recommendation

It is *not* recommended that this portion of the Thurston Secondary Track be included in the ConRail System.

PORTION, THURSTON SECONDARY TRACK

USRA Line No. 485a

Penn Central



This portion of the Thurston Secondary Track, formerly part of the New York Central RR, extends from *Spore* (Milepost 62.9) to *Bucyrus, Ohio* (Milepost 69.3), a distance of *6.4 miles*, in Crawford County, Ohio. The northern extension of this line, from Spore to Berwick is also under study in this report. At Bucyrus the N&W Columbus-Sandusky line (over which the PC has trackage rights to Carrothers) and Penn Central's line between Pittsburgh and Chicago meet. PC has applied to abandon the Spore-Berwick line (ICC Docket No. AB–5 Sub. 41). This application was approved in June 1973; however, tracks will not be removed until a connection is constructed at Bucyrus to the PC Pittsburgh-Chicago line. This line was not described as potentially excess in the U.S. DOT Report (see Zone 112).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line: Spore	4,598
Total carloads generated by the line	4,598
Average carloads per week	88.4
Average carloads per mile	718.4
Average carloads per train	15.3
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,750
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No information was provided at the hearings conducted by the Rail Service Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report".

Information for Line Retention Decision

Revenue received by PC		$1,194,068
Average revenue per carload	$260	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	140,636	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	748,459	
Total variable (avoidable) cost		889,095
Net contribution (loss): total		304,973
Average per carload		66

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

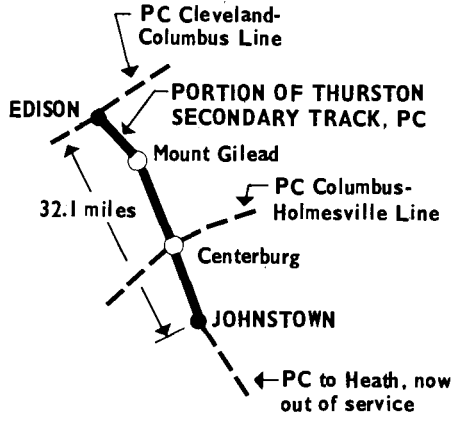
Recommendation

It is recommended that this portion of the Thurston Secondary Track be included in the ConRail System.

PORTION OF THE THURSTON SECONDARY TRACK

USRA Line No. 487

Penn Central



This portion of the Thurston Secondary Track formerly part of the New York Central RR, extends from *Edison* (Milepost 87.2) to *Johnstown, Ohio* (Milepost 119.3), a distance of *32.1 miles*, in Morrow, Knox, and Licking Counties, Ohio. At Edison this route connects with the PC Cleveland-Columbus-Main Line, and at Centerburg, this line crosses the PC Mount Vernon Secondary Track, which is also under study in this Report. Penn Central filed to abandon the entire srtetch of the Thurston Secondary Track between Mt. Gilead and Heath (ICC Docket No. AB-5, Sub. 62). In August 1974 PC applied to the U.S. Railway Association for the same (Docket No. 75-14). No action has been taken on either request. This line was described as potentially excess in the U.S. DOT Report (see Zones 97, 102 and 112).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Mount Gilead	86
Fulton	63
Marengo	0
Croton	7
Johnstown	76
Total carloads generated by the lines	232
Average carloads per week	4.5
Average carloads per mile	7.2
Average carloads per train	2.3
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	7.0
Locomotive horsepower	1,750
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the track has been out of service south of Johnstown since 1971 due to a culvert washout. The Fulton Elevator Co. projected 5 to 15 cars of business. Snyder Milling Service of Marengo cited 69 cars of grain business in 1973 and projected 100 carloads. Hydraulic Press Mfg. Co. at Mt. Gilead cited their need for rail service in order to move 150 ton shipments of heavy machines. They cited 23 carloads of business in 1973, but projected no growth. Snyder's Milling Service claimed that rail cars ordered from PC on February 13, 1973, were not received at its siding until June 18, 1973.

Information for Line Retention Decision

Revenue received by PC		$122,428
Average revenue per carload	$528	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	266,863	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	37,384	
Cost incurred beyond the branch line	52,667	
Total variable (avoidable) cost		356,914
Net contribution (loss): total		(234,486)
Average per carload		(1,011)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 4,388 crossties (an average of 137 crossties per mile).

Recommendation

It is recommended that the portion of the Thurston Secondary Track from Milepost 87.2 to Milepost 89.0 be included in the ConRail System.

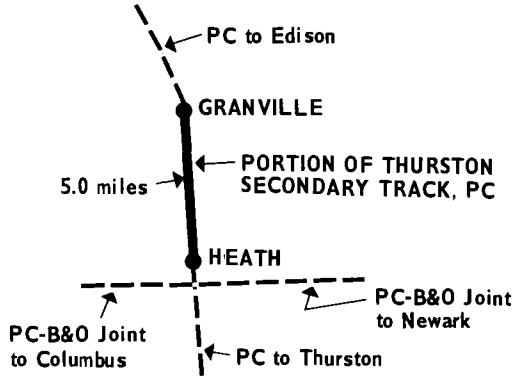
Preliminary Recommendation

It is *not* recommended that the portion of the Thurston Secondary Track from Milepost 89.0 to Milepost 119.3 be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $234,486 or $1,011 per carload. Recovery of costs would require approximately a 335 percent increase in traffic or a 190 percent rate increase over the 1973 levels.

PORTION OF THURSTON SECONDARY TRACK

USRA Line No. 488

Penn Central



This portion of the Thurston Secondary Track, formerly part of the New York Central RR, extends from *near Granville* (Milepost 128.0) to *Heath, Ohio* (Milepost 133.0), a distance of *5.0 miles*, in Licking County, Ohio. The joint line of the Penn Central and the B&O running between Columbus and Newark passes through Heath. The Thurston Secondary Track continues south from Heath, which line is also under study in this report. In July 1972, the Penn Central filed to abandon the entire stretch of the Thurston Secondary Track between Mt. Gilead and Heath (ICC Docket No. AB–5, Sub. 62). The PC has also applied to the U.S. Railway Association for permission to abandon this line (Docket No. 75–9). No final action has been taken on either application. This line was described as potentially excess in the U.S. DOT Report (see Zone 102).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Granville	72
Total carloads generated by the line	72
Average carloads per week	1.4
Average carloads per mile	14.4
Average carloads per train	1.8
1973 operating information:	
Number of round trips per year	40
Estimated time per round trip (hours)	2.5
Locomotive horsepower	1,200
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No information was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report"

Information for Line Retention Decision

Revenue received by PC		$20,086
Average revenue per carload	$279	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	41,084	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	4,342	
Cost incurred beyond the branch line	10,550	
Total variable (avoidable) cost		55,976
Net contribution (loss): total		(35,890)
Average per carload	(499)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 684 crossties (an average of 137 crossties per mile).

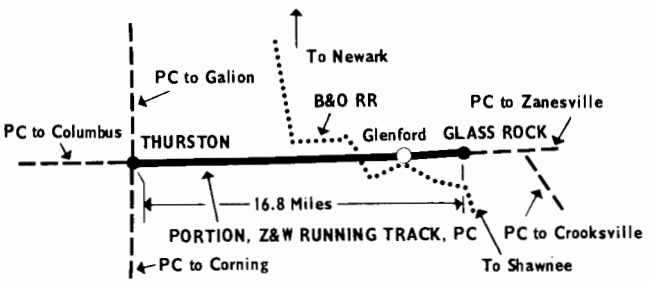
Preliminary Recommendation

It is not recommended that this portion of the Thurston Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under the 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $35,890 or $499 per carload. Recovery of costs would require approximately a four-fold increase in traffic or a 280 percent rate increase over the 1973 level.

USRA Line No. 490

Z&W RUNNING TRACK

Penn Central



This portion of the Z&W Running Track, formerly part of the New York Central RR, extends from *Glass Rock* (Milepost 45.6) to *Thurston* (Milepost 28.8), a distance of *16.8 miles*, in Perry and Fairfield Counties, Ohio. At Thurston, Ohio this line connects with PC lines, all under study, to Corning, to Columbus, and Galion; at Glass Rock with PC line under study to Fultonham and thence to Zanesville and Crooksville, Ohio (all under study). The B&O crosses this line at Walser. This line was described as potentially excess in the U.S. DOT Report (see Zone 102).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report".

Information for Line Retention Decision

This line does not directly serve any shippers. It is used as an overhead line between segments 493 and 692. The preliminary recommendation for both of these lines is that they *not* be included in the ConRail System.

Preliminary Recommendation

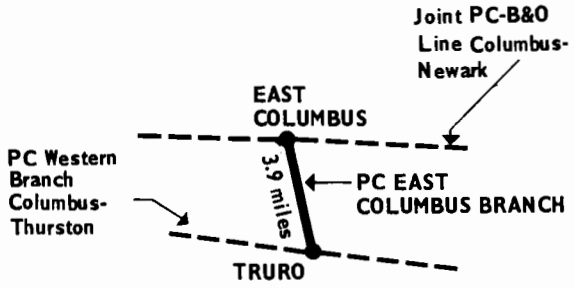
It is *not* recommended that this portion of the Z&W Running Track be included in the ConRail System.

EAST COLUMBUS BRANCH

USRA Line No. 491

Penn Central

The East Columbus Branch, formerly part of the New York Central RR, extends from *Truro* (Milepost 0.1) to *East Columbus, Ohio* (Milepost 4.0) a distance of *3.9 miles*, in Franklin County, Ohio. At Truro this line joins the PC Western Branch, which is also under study in this Report from Truro, eastward. At East Columbus, the joint B&O/Penn Central line from Columbus to Newark, Ohio crosses at grade. This line was



described as potentially excess in the U. S. DOT Report (see Zone 103).

Traffic and Operating Information

Stations (with their 1973 carloads served by this line:	
Columbus [1]	180
Total carloads generated by the line	180
Average carloads per week	3.5
Average carloads per mile	46.2
Average carloads per train	3.5
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	4.0
Locomotive horsepower	1,200
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenues received by PC		$49,043
Average revenue per carload	$272	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	47,686	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	4,253	
Cost incurred beyond the branch line	32,922	
Total variable (avoidable) cost		84,861
Net contribution (loss): total		(35,818)
Average per carload	(199)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 526 crossties (an average of 135 crossties per mile).

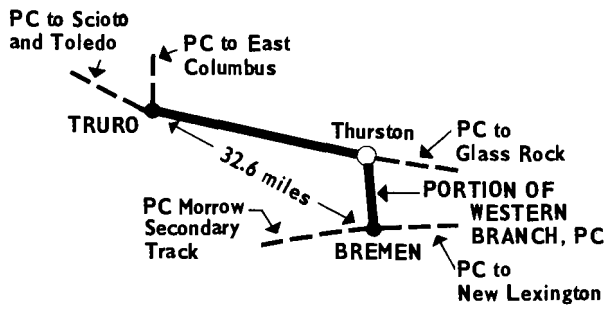
Preliminary Recommendation

It is *not* recommended that this portion of the East Columbus Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generated an annual excess financial burden amounting to $35,818 or $199 per carload. Recovery of costs would require approximately a 220 percent increase in traffic or a 73 percent rate increase over the 1973 levels.

WESTERN BRANCH

USRA Line No. 493

Penn Central



This portion of the Western Branch, formerly part of the New York Central RR, extends from *Truro* (Milepost 141.2) to *Bremen* (Milepost 173.8), a distance of *32.6 miles*, in Franklin and Fairfield Counties, Ohio. This line connects with PC's East Columbus-Truro Branch at Truro (E. Columbus Branch) and the Thurston Secondary Track and Z&W Running Tracks at Thurston, and the Morrow Secondary Track at Bremen. From Truro, the Western Branch extends to Columbus and Toledo. From Bremen it extends to New Lexington and Hobson. The line was described as potentially excess in the U.S. DOT Report (see Zones 102 & 103).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Columbus[1]	481
Brice	7
Pickerington	1
Baltimore	1,405
Thurston	29
Bremen	35
Total carloads generated by the line	1,958
Average carloads per week	37.7
Average carloads per mile	60.1
Average carloads per train	8.5
1973 operating information:	
Number of round trips per year	230
Estimated time per round trip (hours)	9
Locomotive horsepower	1,200
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Crown Zellerbach at Baltimore shipped 1414 cars in 1972. They estimate they would lose one-third of their business if this line were abandoned.

Information for Line Retention Decision

Revenue received by PC		$561,519
Average revenue per carload	$287	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	401,040	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	335,236	
Total variable (avoidable) cost		736,276
Net contribution (loss): total		(174,757)
Average per carload	(89)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

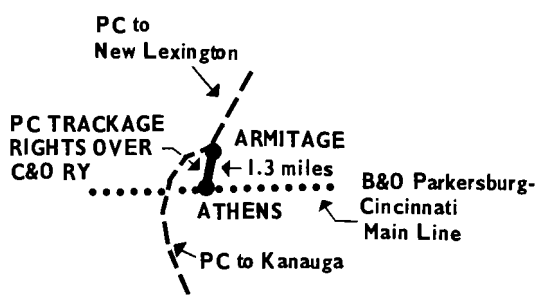
Preliminary Recommendation

It is *not* recommended that this portion of the Western Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $174,757 or $89 per carload. Recovery of costs would require approximately a 75 percent increase in traffic or a 30 percent rate increase over the 1973 levels.

ARMITAGE-ATHENS

USRA Line No. 494

Penn Central



These trackage rights over the Chesapeake & Ohio Ry, extend from *Armitage* (Milepost 74.7), to *Athens*,

Ohio (Milepost 76.0), a distance of *1.3 miles*, in Athens County, Ohio. This line links upper segments of the old New York Central line from Central Ohio to West Virginia with the city of Athens. Both segments of the Penn Central line, north from Armitage and south to Kanauga and Charleston, West Virginia are also under study in this Report. The main line of the B&O passes through Athens. The C&O Branch of which this segment was originally a part, was torn up some years ago. The ICC has approved C&O's application to abandon but track removal awaits the approval of a Penn Central abandonment petition. This line was not described as potentially excess in the U.S. DOT Report (see Zone 104).

Information for Line Retention Decision

This line is only PC trackage rights over a C&O line which has been approved for abandonment.

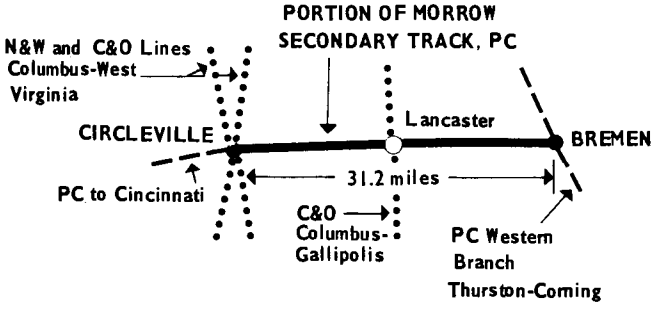
Preliminary Recommendation

It is *not* recommended that trackage rights over this portion of the C&O be included in the ConRail System.

PORTION OF MORROW SECONDARY TRACK

USRA Line No. 496/496A

Penn Central



This portion of the Morrow Secondary Track, formerly part of the Pennsylvania RR, extends from *Bremen* (Milepost 49.9) to *Circleville, Ohio* (Milepost 81.1) a distance of *31.2 miles*, in Pickaway and Fairfield Counties, Ohio. This line crosses the N&W at Circleville, and the C&O at Lancaster. The Penn Central connections are under consideration in this Report. These include the Western extension of this line toward Cincinnati, and the Western Branch from Bremen north to Thurston and south to Corning. This line, except for the portion from Bremen to Circleville, was not described as potentially excess in the U.S. DOT Report (see Zones 102 and 103).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Lancaster	933
Amanda	30
Stoutsville	24
Circleville	5,336
Bremen [1]	55
Total carloads generated by the line	6,378
Average carloads per week	123
Average carloads per mile	204
Average carloads per train	23.2
1973 operating information:	
Number of round trips per year	275
Estimated time per round trip (hours)	12
Locomotive horsepower	3,500
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" by the Lancaster Chamber of Commerce indicated that 33 percent of the total jobs in Baltimore, Ohio, would be eliminated if rail service is terminated. Columbia Cement claimed 2,200 outbound shipments of cars with estimated revenue to PC at $1.1 million westbound to Thurston and south to Nitro, West Virginia.

Information for Line Retention Decision

Revenue received by PC		$1,644,524
Average revenue per carload	$258	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	589,211	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	34,037	
Cost incurred beyond the branch line	1,360,948	
Total variable (avoidable) cost		1,784,196
Net contribution (loss): total		(139,672)
Average per carload	(22)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 4,212 crossties (an average of 135 crossties per mile).

Service to this line must be provided via Segment 640 which would increase the loss.

Preliminary Recommendation

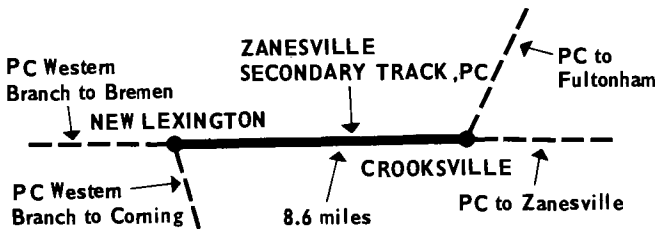
It is *not* recommended that this portion of the Morrow Secondary Track be included in the ConRail System.

The heavy traffic on the line indicates that the possibilities for increased rates to achieve viability should be explored before preparation of the final recommendation.

PORTION OF ZANESVILLE SECONDARY TRACK

USRA Line No. 496c

Penn Central



This portion of the Zanesville Secondary Track, formerly part of the Pennsylvania RR, extends from *Crooksville* (Milepost 29.0) to *New Lexington* (Milepost 38.3), a distance of *9.3 miles*, in Perry County, Ohio. This line connects with PC's Western Branch at New Lexington and the Crooksville Running Track at Crooksville, both of which are under study in this Report. This line continues from Crooksville to Zanesville. This line was not described as potentially excess in the U.S. DOT Report (see Zone 102).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
New Lexington	409
Crooskville	228
Goston	0
Total carloads generated by the line	637
Average carloads per week	12.3
Average carloads per mile	74.1
Average carloads per train	2.7
1973 operating information:	
Number of round trips per year	240
Estimated time per round trip (hours)	6
Locomotive horsepower	3,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Monsanto Company estimated 85 to 115 carloads in 1973. Mayor James Cannon stated plans for a Crooksville Industrial Park could bring additional tonnage to this line. Hull Pottery Co. estimated 111 carloads in 1973 and Elliot Lumber estimated 12 carloads in 1973.

Information for Line Retention Decision

Revenue received by PC		$191,104
Average revenue per carload	$300	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	182,433	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	18,132	
Cost incurred beyond the branch line	144,956	
Total variable (avoidable) cost		345,521
Net contribution (loss): Total		(154,417)
Average per carload	(242)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 3,314 crossties (an average of 356 crossties per mile).

Although this line generates a loss, it is required to serve USRA Segment 513/513a which generated a net contribution of $211,650.

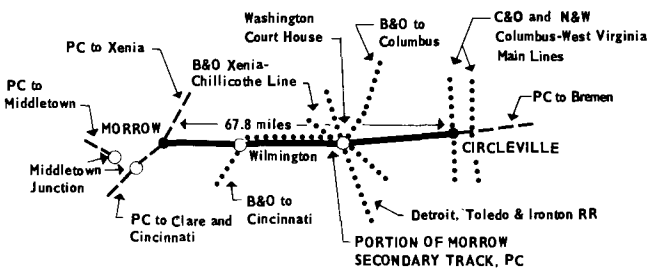
Recommendation

It is recommended that this portion of the Zanesville Secondary Track be included in the ConRail System.

PORTION OF MORROW SECONDARY TRACK

USRA Line No. 497/498/498a

Penn Central



This portion of the Morrow Secondary Track, formerly part of the Pennsylvania RR, extends from *Circleville* (Milepost 81.1) to *Morrow, Ohio* (Milepost 148.9), a distance of *67.8 miles*, in Pickaway, Warren, Clinton, and Fayette Counties, Ohio. This line's eastern extension, to Bremen, is also under study in this Report. Between Washington Court House and Wilmington (19.3 miles) the Penn Central has trackage rights over the B&O Columbus-Cincinnati line; at Morrow, Penn Central lines from Cincinnati to Xenia, also under study in this Report, converge. At Washington Court House, a B&O line from Xenia to Chillicothe and the

DT&I Main Line cross. At Circleville, the N&W line running from Columbus to West Virginia points connect. In August 1972, Penn Central filed a petition to abandon the part of this line between Wilmington and Clarksville and to abandon Penn Central service over B&O trackage rights between Wilmington and Washington Court House. (ICC Docket No. AB–5, Sub. 80.) In August 1974, the PC made similar application to the U.S. Railway Association (Docket No. 75–35). This line was described as potentially excess in the U.S. DOT Report (see Zones 103 and 105).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Williamsport	60
Atlanta	70
New Holland	10
Washington Court House	441
Sabina	114
Melvin	3
Wilmington	96
Clarksville	1,015
Total carloads generated by the line	1,809
Average carloads per week	34.8
Average carloads per mile	37.3
Average carloads per train	6.0
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	11.5
Locomotive horsepower	1,750
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Washington Court House area Chamber of Commerce testified. PC, they say, serves four businesses that generated 209 carloads in 1973. Wilmington Iron and Metal Company says buyers of its products will not accept trucked shipments. Champion Bridge claims characteristics of their shipments (70 to 90 feet) preclude shipping by truck.

Information for Line Retention Decision

Revenue received by PC		$527,406
Average revenue per carload	$292	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	592,660	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	50,253	
Cost incurred beyond the branch line	237,045	
Total variable (avoidable) cost		879,958
Net contribution (loss): total		(352,552)
Average per carload	(195)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 6,347 crossties (an average of 131 crossties per mile).

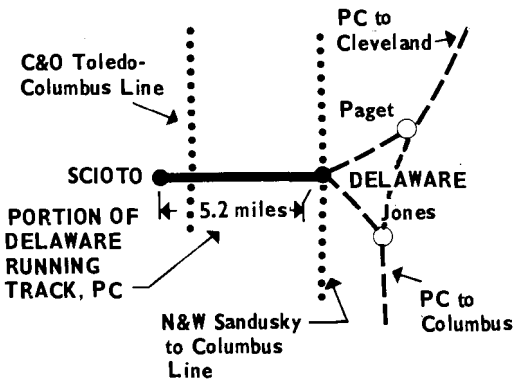
Preliminary Recommendation

It is *not* recommended that this portion of the Morrow Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $352,552 or $195 per carload. Recovery of costs would require approximately a 120 percent increase in traffic or a 65 percent rate increase over the 1973 levels.

DELAWARE RUNNING TRACK

USRA Line No. 499a

Penn Central



This portion of the Delaware Running Track, formerly part of the New York Central RR, extends from *Delaware* (Milepost 114.0) to *Scioto, Ohio* (Milepost 119.2), a distance of *5.2 miles*, in Delaware County, Ohio. The main lines of the Chesapeake & Ohio and the Norfolk & Western cross this branch with the C&O crossing east of Scioto and the N&W crossing at Delaware. At Delaware, the Penn Central Cleveland to Cincinnati main line crosses, this portion of which is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 103).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Delaware	1,129
Scioto	318
Total carloads generated by the line	1,447

Average carloads per week	27.8
Average carloads per mile	278.3
Average carloads per train	5.3
1973 operating information:	
Number of round trips per year	275
Estimated time per round trip (hours)	4.5
Locomotive horsepower	1,750
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Delaware County Regional Planning Commission was in favor of Chessie assuming service over this line if it is not included in the ConRail System.

Information for Line Retention Decision

Revenue received by PC		$486,928
Average revenue per carload	$337	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	207,009	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	10,351	
Cost incurred beyond the branch line	278,699	
Total variable (avoidable) cost		496,059
Net contribution (loss) total		(9,131)
Average per carload	(6)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 1,539 crossties (an average of 296 crossties per mile).

Available information indicates that new industries on this line may generate an additional 2,500 carloads per year.

Although this line generates a loss, a 4 percent increase in traffic or a 2 percent rate increase will enable financial self-sufficiency.

Recommendation

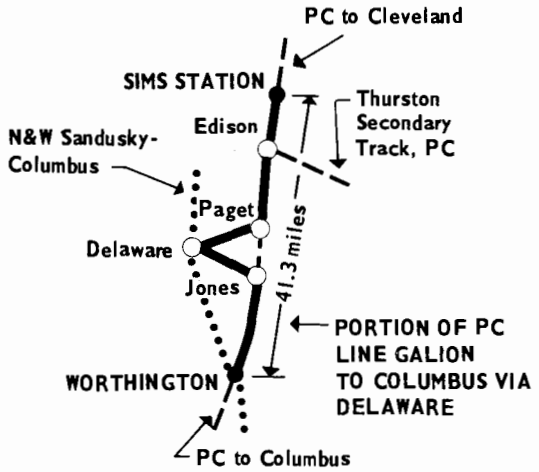
It is recommended that this portion of the Delaware Running Track be included in the ConRail System.

PORTION OF GALION-COLUMBUS LINE

USRA Line No. 500

Penn Central

This portion of the Galion-Columbus Line, formerly part of the New York Central RR, extends from *Sims Station* (Milepost 87.2) to *Worthington, Ohio* (Milepost 128.5), a distance of *41.3 miles*, in Franklin, Delaware and Morrow Counties, Ohio. This line is the former Cleveland-Cincinnati main line. The line runs via



Paget, Delaware and Jones; there is a direct PC track from Paget to Jones known as the Delaware Cut-Off, which is under study separately. At Edison, the PC Thurston Secondary Track connects, and the N&W Sandusky-Columbus line crosses at Delaware and Worthington. This line was described as potentially excess in the U.S. Department of Transportation Report (see Zones 103 and 112).

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that this line has potential as a passenger train route between Cleveland, Columbus and Cincinnati. The Delaware Farmers Exchange Association indicated that the loss of rail service could make a million dollars worth of plant facilities worthless.

Information for Line Retention Decision

This line is required for through freight service, therefore local rail service will be provided to all shippers located on the line.

Recommendation

It is recommended that this portion of the Galion to Columbus line be included in the ConRail System.

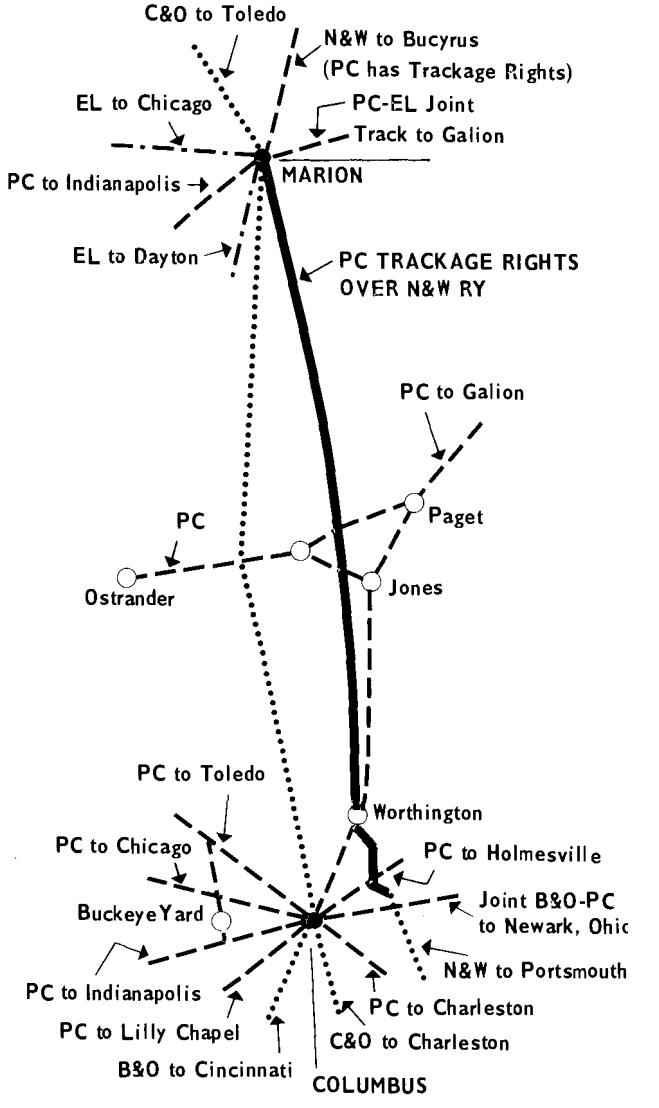
PC TRACKAGE RIGHTS OVER N&W

USRA Line No. 500a

Columbus-Marion

These trackage rights over the N&W Ry extend from *Marion* (Milepost 66.5) to *Columbus, Ohio* (Milepost

112.7) a distance of *46.2 miles*, in Franklin, Delaware and Marion Counties, Ohio. This line is part of Norfolk & Western's through route from Sandusky to Columbus; PC also has trackage rights from Marion to Bucyrus. There are six lines radiating from Marion and twelve lines serving Columbus in addition to this N&W line. This line was not shown in the U.S. DOT Report (see Zones 103 and 112).



Information for Line Retention Decision

The shippers on this line are served by the N&W. PC has trackage rights which allow it to use the line as an "overhead" route for through traffic.

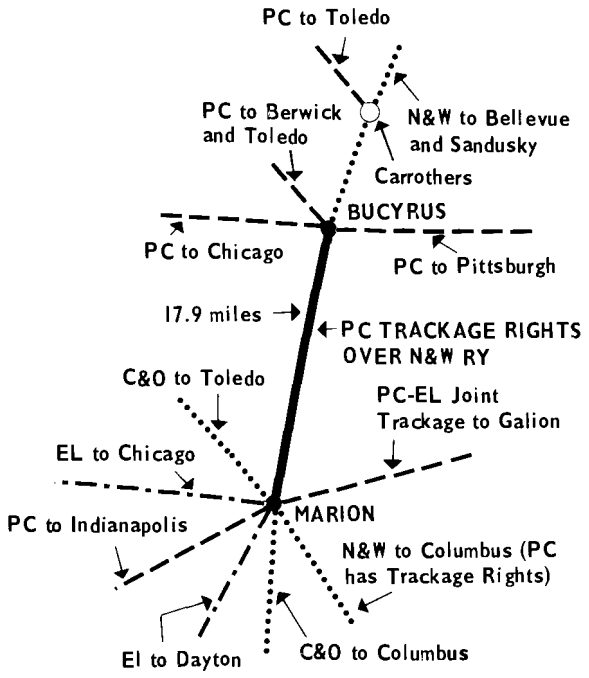
Recommendation

It is recommended that the trackage rights over this portion of the N&W be retained by the ConRail System.

PENN CENTRAL TRACKAGE RIGHTS OVER N&W RY.

USRA Line No. 500b

Bucyrus to Marion



This portion of the Norfolk & Western Ry., over which the former Pennsylvania RR had trackage rights, extends from *Bucyrus* (Milepost 48.6) to *Marion, Ohio* (Milepost 66.5), a distance of *17.9 miles*, in Crawford and Marion Counties, Ohio. This is a portion of the through Norfolk & Western Line between Sandusky and Columbus. PC also has trackage rights from Marion to Columbus. At Marion, three railroad lines cross; the Erie Lackawanna from Dayton and Chicago to Youngstown, the Chesapeake & Ohio from Toledo to Columbus, and the Penn Central St. Louis-to-Cleveland line. At Bucyrus the Penn Central Pittsburgh-Chicago line connects as does a branch to Berwick and Toledo which is also under study in this report. This line was not shown in the U.S. DOT Report (see Zone 112).

Information for Line Retention Decision

The shippers on this line are served by the N&W. PC has trackage rights which allow it to use the line as an "overhead" route.

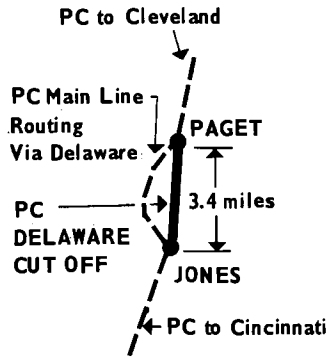
Recommendation

It is recommended that the trackage rights over this section of the N&W be retained by the ConRail System.

DELAWARE CUT-OFF

USRA Line No. 501

Penn Central



The Delaware Cut-Off, formerly part of the New York Central RR, extends from *Paget* (Milepost 111.1), to *Jones, Ohio* (Milepost 117.1), a distance of *3.4 miles*, in Delaware County, Ohio. The Penn Central's Cleveland-to-Cincinnati line uses the routing from Paget to Jones which runs around Delaware, Ohio. This branch is known as the Delaware Cut-off, and serves as a by-pass route for through trains not servicing shippers in Delaware. This line was described as potentially excess in the U.S. DOT Report (see Zone 103).

Information Provided by RSPO, Shippers, Government Agencies

No specific information for this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

This line is required for through freight service, therefore local rail service will be provided to all shippers located on the line.

Recommendation

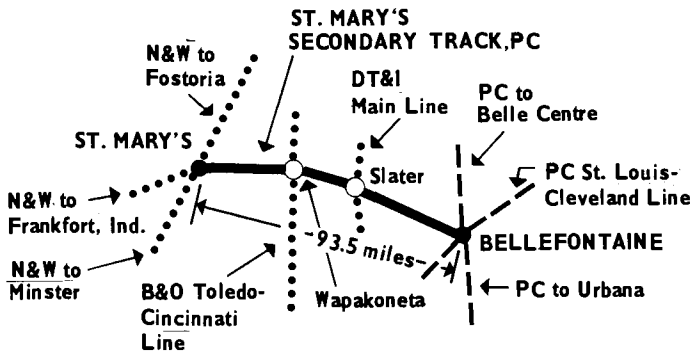
It is recommended that the Delaware Cut-Off be included in the ConRail System.

ST. MARY'S SECONDARY TRACK

USRA Line No. 502/503/504

Penn Central

The St. Mary's Secondary Track, formerly part of the New York Central RR, extends from *Bellefontaine* (Milepost 54.7), to *St. Mary's* (Milepost 93.5), a distance of *38.8 miles*, in Logan and Auglaize Counties, Ohio. This line branches off the Penn Central's St. Louis-Cleveland Main Line at Bellefontaine where it also connects with a PC branch to Belle Centre, which



also is under study in this report, and with the PC line to Urbana and Springfield. Three other railroads cross this line; the Detroit-Toledo & Ironton at Slater, the Baltimore & Ohio at Wapakoneta and the Norfolk & Western at St. Mary's. This line was described as potentially excess in the U.S. DOT Report (see Zone 110). The PC has filed a petition to abandon this line (ICC Docket No. AB–5, Sub. 68; USRA Docket No. 75–23).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Russells Point	2
Lake View	5
Santa Fe	132
Wapakoneta	223
Moulton	18
St. Mary's	63
Lewistown	0
Gutman	0
Total carloads generated by the line	443
Average carloads per week	8.5
Average carloads per mile	11.4
Average carloads per train	5.5
1973 operating information:	
Number of round trips per year	80
Estimated time per round trip (hours)	12.0
Locomotive horsepower	1,750
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office, as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Ametek Westchester Plastics Company at Wapakoneta recently completed a $1.3 million plant expansion. Testimony indicated that Ametek shipped 720 carloads in 1973 although USRA shipper files indicate only 5 carloads moved via PC. It appears that the remainder of this traffic moved by the B&O.

Information for Line Retention Decision

Revenue received by PC		$116,128
Average revenue per carload	$262	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	319,789	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	57,787	
Cost incurred beyond the branch line	76,979	
Total variable (avoidable) cost		454,555
Net contribution (loss): total		(388,427)
Average per carload	(764)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 6,000 crossties (an average of 155 crossties per mile).

Discussions will be held with the B&O concerning their assumption of all service at Wapakoneta.

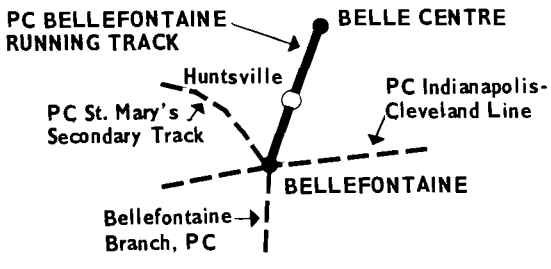
Preliminary Recommendation

It is *not* recommended that the St. Mary's Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $338,427 or $764 per carload. Recovery of costs would require approximately a ninefold increase in traffic or a 300 percent rate increase over the 1973 levels.

BELLEFONTAINE RUNNING TRACK

USRA Line No. 505/506

Penn Central



The Bellefontaine Running Track, formerly part of the New York Central RR, extends from *Belle Centre* (Milepost 85.9) to *Bellefontaine, Ohio* (Milepost 94.0), a distance of *8.1 miles*, in Logan County, Ohio. This line is a spur off the Penn Central's Indianapolis-Cleveland line which passes through Bellefontaine. Also serving Bellefontaine are the St. Mary's Secondary Track which is also under study in this Report, and the Bellefontaine Branch, both PC. In July, 1972, the Penn Central filed a petition with the ICC to abandon the segment of this branch north of Huntsville (ICC Docket No. AB–5, Sub. 76). No action has been taken on this application. This line was described as potentially excess in the U.S. DOT Report (see Zone 110).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Belle Center	29
Huntsville	27
Total carloads generated by the line	56
Average carloads per week	1.1
Average carloads per mile	6.9
Average carloads per train	1.4
1973 Operating Information:	
Number of round trips per year	40
Estimate time per round trip, hours	2.5
Locomotive horsepower	1,750
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Service Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$16,827
Average revenue per carload	$300	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	58,121	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	13,726	
Cost incurred beyond the branch line	7,714	
Total variable (avoidable) cost		79,561
Net contribution (loss): total		(62,734)
Average per carload	(1,120)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 3,300 crossties (an average of 407 crossties per mile).

Preliminary Recommendation

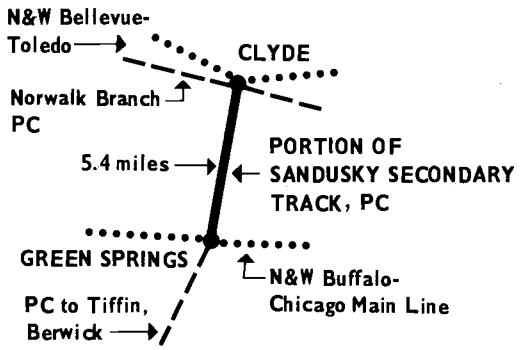
It is *not* recommended that this portion of the Bellefontaine Running Track be included in the ConRail System. Continued operation of this line would require a rail continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $62,734 or $1,120 per

carload. Recovery of costs would require approximately a seven-fold increase in traffic or a 370 percent rate increase over the 1973 levels.

PORTION OF SANDUSKY SECONDARY TRACK

USRA Line No. 507

Penn Central



This portion of the Sandusky Secondary Track, formerly part of the New York Central RR, extends from *Clyde* (Milepost 17.3) to *Green Springs, Ohio*, (Milepost 22.7), a distance of *5.4 miles*, in Seneca and Sandusky Counties, Ohio. This segment is the upper portion of the PC's Sandusky Secondary Track; the lower segments (below Green Springs) are also under study in this report. At Clyde, the Penn Central's Norwalk Branch, also under study, and the N&W's Bellevue-Toledo lines cross and at Green Springs, the N&W's Buffalo-Chicago Main Line is met. The Penn Central has filed a petition to abandon this line (ICC Finance Docket No. 26810). The ICC tentatively approved the abandonment, but stayed the order owing to protests until December 9, 1974. The line was abandoned as of December 9, 1974. This line was described as potentially excess in the U.S. DOT Report (see Zone 100).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Green Springs	65
Total carloads generated by the line	65
Average carloads per week	1.3
Average carloads per mile	12.0
Average carloads per train	2.2
1973 operating information:	
Number of round trips per year	30
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,750
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No information was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report".

Information for Line Retention Decision

Revenue received by PC		$13,238
Average revenue per carload	$204	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	38,817	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	14,952	
Cost incurred beyond the branch line	9,445	
Total variable (avoidable) cost		63,214
Net contribution (loss) total		($49,976)
Average per carload	($769)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,622 crossties (an average of 486 crossties per mile).

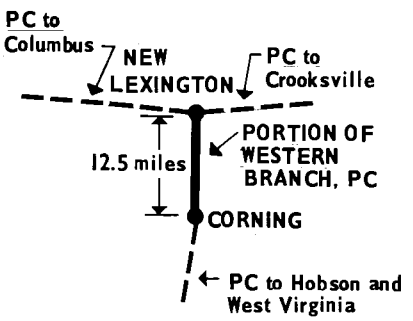
Preliminary Recommendation

It is *not* recommended that this portion of the Sandusky Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $49,976 or $769 per carload. Recovery of costs would require approximately a thirteen-fold increase in traffic or a 380-percent rate increase over the 1973 levels.

PORTION OF WESTERN BRANCH

USRA Line No. 513/513a

Penn Central



This portion of the Western Branch, formerly part of the New York Central RR, extends from *New Lexington* (Milepost 185.0) to *Corning, Ohio* (Milepost 197.5), a distance of *12.5 miles*, in Perry County, Ohio.

This line is a middle segment of the Columbus-Charleston, West Virginia, Western Branch, which is under study in this report. The PC Zanesville Secondary Track running east from New Lexington to Crooksville and Zanesville is also under study. The portion of this line from New Lexington to near Moxahala was not described as potentially excess in the U.S. DOT Report (see Zone 104).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Sunnyhill	3,019
Total carloads generated by the line	3,019
Average carloads per week	58.1
Average carloads per mile	241.5
Average carloads per train	20.3
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	8.0
Locomotive horsepower	1,750
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" reflected concern that this entire line to West Virginia be retained to connect the coal fields in southeastern Ohio and southwest West Virginia.

Information for Line Retention Decision

Revenue received by PC		$854,962
Average revenue per carload	$283	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	233,076	
Cost of upgrading branch line to FRA class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	410,236	
Total variable (avoidable) cost		643,312
Net contribution (loss): total		211,650
Average per carload	70	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). An evaluation of coal reserves by USRA staff has confirmed the existence of a large active mine at Sunnyhill.

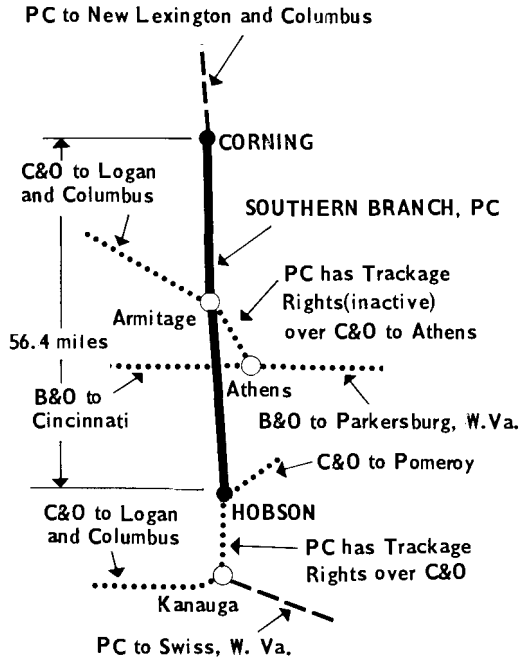
Recommendation

It is recommended that this portion of the Western Branch be included in the ConRail System.

SOUTHERN BRANCH

USRA Line No. 514

Penn Central



The Southern Branch, formerly part of the New York Central RR, extends from *Corning* (Milepost 0.0) to *Hobson, Ohio* (Milepost 56.4), a distance of *56.4 miles*, in Perry, Athens, and Meigs Counties, Ohio. A continuation of this line extends southeastward from Hobson (a portion of this, Hobson to Kanauga, is owned by the Chesapeake & Ohio and PC operates via trackage rights). Connections are: the aforementioned Chesapeake & Ohio line at Hobson and at Armitage; the Baltimore & Ohio at Grosvenor; and the PC Western Branch at Corning. The continued portion and the PC Western Branch are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 102 and 104).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Gloucester	7
Chancey	15
Armitage	4
Athens	6
Grosvenor	0
Albany	7
Hobson	11
Total carloads generated by the line	50
Average carloads per week	1.0
Average carloads per mile	0.9
Average carloads per train	1.0
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	6
Locomotive horsepower	6,750
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Columbus and Southern Electric Company and the Columbia Cement Corporation are opposed to the abandonment of service on this line. Union Carbide Corp. emphasized its concern about the inability of the Charleston or Gauley Bridge connections to absorb the increased flow of rail cars and the questionable ability to receive adequate service if service is curtailed.

Information for Line Retention Decision

Revenue received by PC		$12,460
Average revenue per carload	$249	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	384,155	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	42,837	
Cost incurred beyond the branch line	9,308	
Total variable (avoidable) cost		436,300
Net contribution (loss): total		(423,840)
Average per carload	(8,477)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph.). Based on available information, this upgrading would include the replacement of a total of 2,810 crossties (an average of 50 crossties per mile).

USRA staff have been unable to establish the presence of coal reserves capable of being mined adjacent to this line.

Preliminary Recommendation

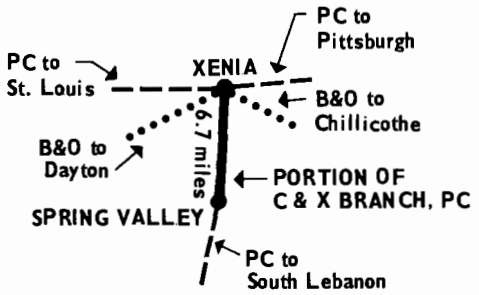
It is *not* recommended that the Southern Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $423,840 or $8,477 per carload. Recovery of costs would require approximately a one hundred-fold increase in traffic or a 3,400 per cent rate increase over the 1973 levels.

PORTION OF C&X BRANCH

USRA Line No. 515

Penn Central

This portion of the C&X Branch, formerly part of the Pennsylvania RR, extends from *Xenia* (Milepost 54.7) to *Spring Valley* (Milepost 61.4), a distance of *6.7 miles*, in Greene County, Ohio. This line is the northern segment of the Penn Central's C&X branch. Its lower portions are also under study in this Report. At Xenia the Penn Central Pittsburgh-St. Louis Main Line and the Baltimore & Ohio Dayton-Chillicothe lines cross. This line was described as potentially excess in the U.S. DOT Report (see Zone 108).



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Xenia [1]	1,208
Total carloads generated by the line	1,208
Average carloads per week	23.2
Average carloads per mile	180.3
Average carloads per train	12.1
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	5
Locomotive horsepower	1,500
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Green Landmark Corporated stated that if rail service were eliminated, grain shipments might increase in cost about 5 to 10 cents per bushel. Super Valu Stores have projected 875 carloads in 1974 and handled 844 carloads in 1973.

Information for Line Retention Decision

Revenue received by PC		$294,169
Average revenue per carload	$244	
Variable (avoidable) cost of continued services:		
Cost incurred on the branch line	114,686	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	187,142	
Total variable (avoidable) cost		301,828
Net contribution (loss)		(7,659)
Average per carload	(6)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Although service to the entire line generates a loss, a 7 percent growth in traffic or a 2 percent rate increase would make this portion of the line financially self-sufficient.

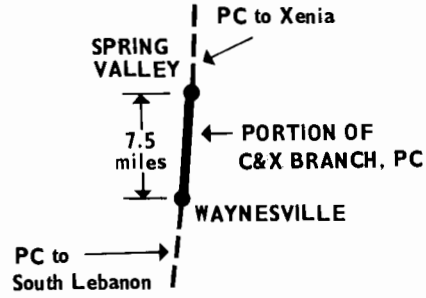
Recommendation

It is recommended that this portion of the C&X Branch be included in the ConRail System.

PORTION OF C&X BRANCH

USRA Line No. 516

Penn Central



This portion of the C&X Branch, formerly part of the Pennsylvania RR, extends from *Spring Valley* (Milepost 61.4) to *Waynesville, Ohio* (Milepost 68.9), a distance of *7.5 miles*, in Warren and Greene Counties, Ohio. This line is a middle segment of the Penn Central's C&X branch; both the northern and southern connecting segments are also under study in this report. This line was described as potentially excess in the U.S. DOT Report (see Zones 106 and 108).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Spring Valley	23
Roxanna	56
Waynesville	27
Total carloads generated by the line	106
Average carloads per week	2.0
Average carloads per mile	14.1
Average carloads per train	2.1
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	4.0
Locomotive horsepower	1,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No information was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." Correspondence from the Waynesville Lumber & Supply Company at Waynesville indicates that car shortages, poor condition of cars, and improper handling of cars contributed to the low volume of traffic handled on the line.

Information for Line Retention Decision

Revenue received by PC		$31,687
Average revenue per carload	$299	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	66,966	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	5,465	
Cost incurred beyond the branch line	15,384	
Total variable (avoidable) cost		87,815
Net contribution (loss): total		(56,128)
Average per carload		(530)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 288 crossties (an average of 38 crossties per mile).

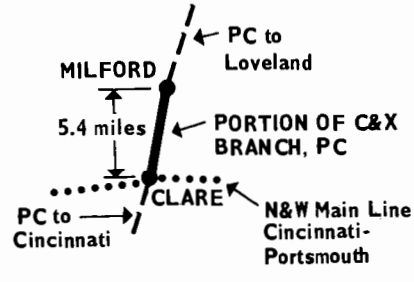
Preliminary Recommendation

It is *not* recommended that this portion of the C&X branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $56,128 or $530 per carload. Recovery of costs would require approximately a threefold increase in traffic or a 180 percent rate increase over the 1973 levels.

PORTION OF C&X BRANCH

USRA Line No. 516b

Penn Central



This portion of the C&X Branch, formerly part of the Pennsylvania RR, extends from *Milford* (Milepost

105.6) to *Clare, Ohio* (Milepost 111.0), a distance of *5.4 miles*, in Hamilton County, Ohio. The northern part of this branch, from Milford to Loveland and Xenia is also under study in this report. Below Clare, this line runs into Undercliff Yard in Cincinnati. At Clare the Main Line of the Norfolk & Western crosses. This line was not described as potentially excess in the U.S. DOT Report (see Zone 106).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Milford	118
Terrace Park	0
Total carloads generated by the line	118
Average carloads per week	2.3
Average carloads per mile	46.3
Average carloads per train	2.3
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	5
Locomotive horsepower	1,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicates that Clermont Lumber generated 103 carloads in 1973.

Information for Line Retention Decision

Revenue received by PC		$27,899
Average revenue per carload	$236	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	58,376	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	3,863	
Cost incurred beyond the branch line	18,376	
Total variable (avoidable) cost		80,615
Net contribution (loss): total		(52,716)
Average per carload	(447)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 192 crossties (an average of 35 crossties per mile).

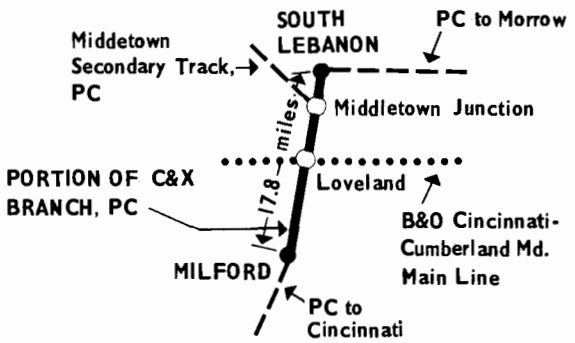
Preliminary Recommendation

It is *not* recommended that this portion of the C&X Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $52,716 or $447 per carload. Recovery of costs would require approximately a six-fold increase in traffic or a 190-percent rate increase over the 1973 levels.

PORTION OF C&X BRANCH

USRA Line No. 516c

Penn Central



This portion of the C&X Branch, formerly part of the Pennsylvania RR, extends from *South Lebanon* (Milepost 87.8) to *Milford, Ohio* (Milepost 105.6), a distance of *17.8 miles*, in Hamilton, Clermont and Warren Counties, Ohio. The northern and southern continuations of this branch (to Morrow and Cincinnati, respectively) are also under study in this report. At Middletown Junction the PC Middletown Secondary Track connects and at Loveland the Cincinnati-Cumberland, Maryland Main Line of the Baltimore & Ohio RR crosses. This line was not described as potentially excess in the U.S. DOT Report (see Zone 106).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
S. Lebanon	12
Loveland	27
Total carloads generated by the line	39
Average carloads per week	0.8
Average carloads per mile	2.2
Average carloads per train	0.8
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	3.0
Locomotive horsepower	1,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$11,889
Average revenue per carload	$305	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	126,373	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	11,442	
Cost incurred beyond the branch line	6,834	
Total variable (avoidable) cost		144,649
Net contribution (loss): total		(132,760)
Average per carload	(3,404)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 645 crossties (an average of 36 crossties per mile).

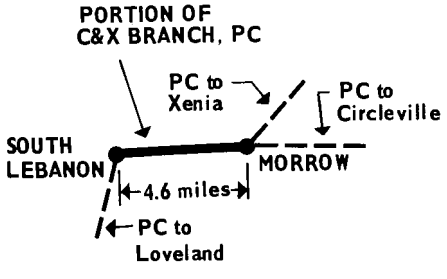
Preliminary Recommendation

It is *not* recommended that this portion of the C&X Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $132,760 or $3,404 per carload. Recovery of costs would require approximately a twenty-six-fold increase in traffic or a 1,120 percent rate increase over the 1973 levels.

PORTION OF C&X BRANCH

USRA Line No. 516d

Penn Central



This portion of the C&X Branch, formerly part of the Pennsylvania RR, extends from *Morrow* (Milepost 83.2) to *South Lebanon*, Ohio (Milepost 87.8), a distance of *4.6 miles*, in Warren County, Ohio. This line is a central link in Penn Central's C&X Branch. At Morrow, two lines, both under study, radiate to Xenia and Circleville. At South Lebanon, the southern portion of the C&X branch continues to Loveland. All lines connecting with this one are also under study in this report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 106).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Morrow	38
Total carloads generated by the line	38
Average carloads per week	0.7
Average carloads per mile	8.3
Average carloads per train	1.5
1973 operating information:	
Number of round trips per year	25
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$6,132
Average revenue per carload	$161	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	39,351	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	2,639	
Cost incurred beyond the branch line	5,348	
Total variable (avoidable) cost		47,338
Net contribution (loss): total		(41,206)
Average per carload	(1,084)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 171 crossties (an average of 37 crossties per mile).

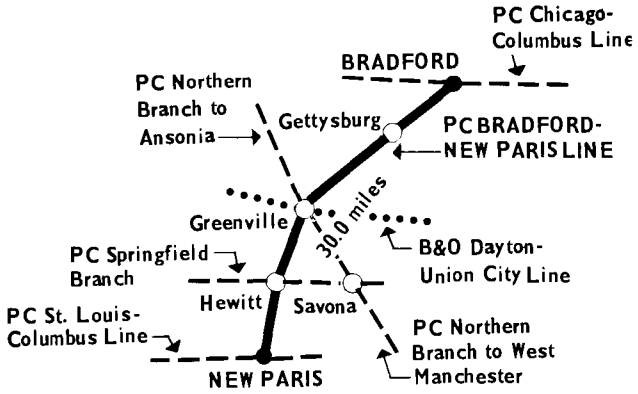
Preliminary Recommendation

It is *not* recommended that this portion of the C&X Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $41,206 or $1,084 per carload. Recovery of costs would require approximately a fifty-two-fold increase in traffic or a 670 percent rate increase over the 1973 levels.

BRADFORD-NEW PARIS LINE

USRA Line No. 517

Penn Central



The Bradford-New Paris Line, formerly part of the Pennsylvania RR, extends from *Bradford* (Milepost 83.5) to *New Paris, Ohio* (Milepost 113.5), a distance of *30.0 miles*, in Darke and Preble Counties, Ohio. This line connects the PC Chicago-Columbus line at Bradford with the St. Louis-Columbus line at New Paris. This line is also crossed by the PC Springfield Branch at Hewitt and the PC Northern Branch at Greenville, both of which are also under study in this Report, and by the B&O Indianapolis-to-Dayton line at Greenville. In July 1972, the PC applied to the ICC for permission to abandon this line (except for 4 miles near Greenville); Docket No. AB-5, Sub. 64–65. No final action has been taken on this application. This line was not described as potentially excess in the U.S. DOT Report (see Zones 108 and 110).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Gettysburg	7
Greenville[1]	1,006
New Madison	35
Total carloads generated by the line	1,048
Average carloads per week	20.2
Average carloads per mile	34.9
Average carloads per train	4.2
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	7.0
Locomotive horsepower	1,750
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$309,088
Average revenue per carload	$295	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	317,733	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost	24,067	
Cost incurred beyond the branch line	165,201	
Total variable (avoidable) cost		507,001
Net contribution (loss): total		(197,913)
Average per carload	(189)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 2,000 crossties (an average of 66 crossties per mile).

The PC Industrial Development Department has notified USRA staff that there are negotiations underway for a new plastics plant in Greenville, Ohio. No commitments have been made for this plant as of January 1975. The plant would generate 24 carloads a year.

Although service to the entire line generates a loss, service to the line from Milepost 83.5 to Milepost 94.6 (serving shippers at Greenville and Gettysburg who generated 1,013 carloads in 1973) would generate $299,900 in revenue and $294,573 in costs with a resulting net contribution of $5,327 or $5 per carload.

Recommendation

It is recommended that the portion of the Bradford to New Paris line from Milepost 83.5 to Milepost 94.6 be included in the ConRail System.

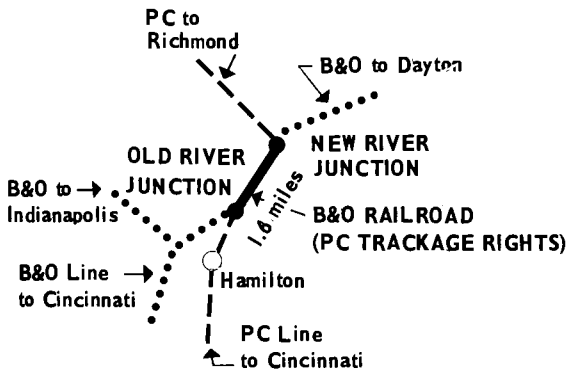
Preliminary Recommendation

It is *not* recommended that the portion of the Bradford to New Paris line from Milepost 94.6 to Milepost 113.5 be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $143,155 or $4,090 per carload. Recovery of costs would require approximately a 34-fold increase in traffic or a 1,555 percent rate increase over the 1973 levels.

TRACKAGE RIGHTS OVER B&O OLD RIVER JCT-NEW RIVER JCT

USRA Line No. 518

Penn Central



These PC trackage rights over the Baltimore & Ohio extend from *Old River Junction* (Milepost 31.5), to *New River Junction, Ohio* (Milepost 33.1), a distance of *1.6 miles*, in Butler County, Ohio. This stretch of B&O tracks forms a part of PC's Cincinnati-Richmond line. The PC-owned portion north of New River Junction to Eaton is also under study in this Report. This trackage is part of the B&O's Dayton-Cincinnati line, which diverges from the Richmond branch at both ends of this segment. In July 1973, the PC filed to abandon operation over this line (ICC Docket No. AB–5, Sub. 186). No final action has been taken. This line was not described as potentially excess in the U.S. DOT Report (see Zone 107).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

PC trackage rights over this line are used to serve USRA line segments Nos. 519 and 520. The preliminary recommendation for these segments is that they *not* be included in the ConRail System. Therefore, these trackage rights over the B&O are not required.

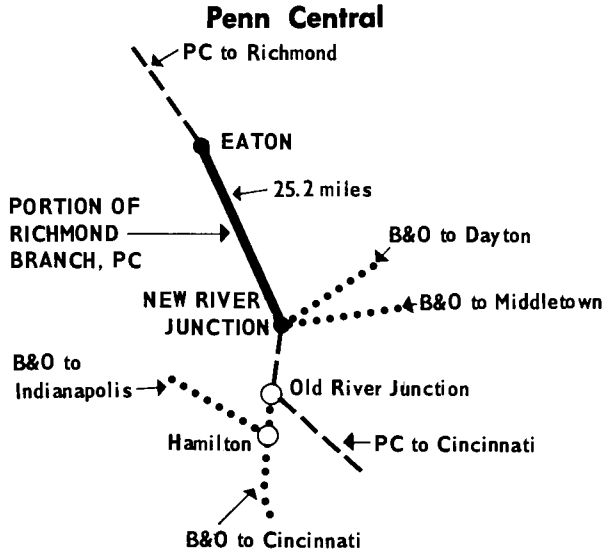
Preliminary Recommendation

It is *not* recommended that trackage rights over this portion of the B&O be included in the ConRail System.

PORTION OF RICHMOND BRANCH

USRA Line No. 519/520

Penn Central



This portion of the Richmond Branch, formerly part of the Pennsylvania RR, extends from *New River Junction* (Milepost 33.1) to *Eaton, Ohio* (Milepost 58.3), a distance of *25.2 miles*, in Butler and Preble Counties, Ohio. This segment was part of PC's line from Cincinnati to Richmond, Logansport and Chicago. The 1.6 miles south of New River Junction (where PC runs over B&O via trackage rights) are also under study in this report. The connecting line at New River Junction is the B&O's Dayton-Cincinnati line. In July 1973, the PC filed with the ICC for permission to abandon the portion of this line between New River Junction and Camden (Docket AB–5, Sub. 186). This line was described as potentially excess in the U.S. DOT Report (see Zones 107 and 108).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Seven Mile	62
Somerville	20
Camden	202
Total carloads generated by the line	284
Average carloads per week	5.5
Average carloads per mile	11.4
Average carloads per train	2.7
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	4
Locomotive horsepower	1,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their

reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that trucks would not be a feasible alternative to rail service as a limited number of trucks are available in an agricultural area. Butler Farm Bureau at Seven Mile has recently purchased a 1,000 ton fertilizer warehouse and expects rail traffic to increase.

Information for Line Retention Decision

Revenue received by PC		$98,131
Average revenue per carload	$345	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	192,076	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	20,729	
Cost incurred beyond the branch line	55,319	
Total variable (avoidable) cost		268,124
Net contribution (loss): total		(169,993)
Average per carload	(600)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 800 crossties (an average of 32 crossties per mile).

Preliminary Recommendation

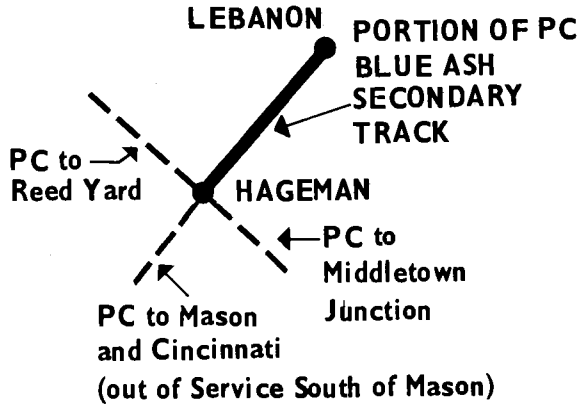
It is *not* recommended that this portion of the Richmond Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $169,993 or $600 per carload. Recovery of costs would require approximately a four-fold increase in traffic or a 175 percent rate increase over the 1973 levels.

PORTION OF BLUE ASH SECONDARY TRACK

USRA Line No. 525

Penn Central

This portion of the Blue Ash Secondary Track, formerly part of the Pennsylvania RR, extends from *Lebanon* (Milepost 26.6) to *Hageman, Ohio* (Milepost 31.4), a distance of *4.8 miles*, in Warren County, Ohio. This line is the northern end of the Blue Ash Secondary Track which runs south to Mason and Cincinnati (out of service south of Mason). It connects at Hageman with the Middletown Secondary Track. This line was described as potentially excess in the U.S. DOT Report (See Zone 106).



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Lebanon	311
Total carloads generated by the line	311
Average carloads per week	6.0
Average carloads per mile	64.8
Average carloads per train	3.1
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	2.5
Locomotive horsepower	1,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that unemployment would result if service were discontinued. "Lack of rail service would mean the loss of 160 jobs at Valley Kitchens, Inc., and 12 to 15 jobs at the Lebanon Lumber Company." Dave Steel stated that trucks could not handle its 40- to 60-foot structural steel shipments. Agri-Urban Corporation would have to discontinue receiving fertilizer from Florida and New Mexico. Testimony also indicates that there is some possibility for traffic growth on this line.

Information for Line Retention Decision

Revenue received by PC		$80,565
Average revenue per carload	$259	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	60,810	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	17,476	
Cost incurred beyond the branch line	50,909	
Total variable (avoidable) cost		129,195
Net contribution (loss) total		(48,630)
Average per carload	(156)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 2,592 crossties (an average of 540 crossties per mile).

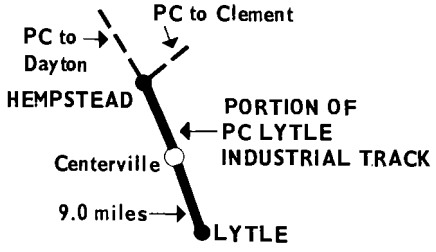
Preliminary Recommendation

It is *not* recommended that this portion of the Blue Ash Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $48,630 or $156 per carload. Recovery of costs would require approximately a 150 percent increase in traffic or a 60 percent rate increase over the 1973 levels.

PORTION OF LYTLE INDUSTRIAL TRACK

USRA Line No. 527/528

Penn Central



This portion of the Lytle Industrial Track, formerly part of the Pennsylvania RR, extends from *Hempstead* (Milepost 7.0) to *Lytle, Ohio* (Milepost 16.0), a distance of *9.0 miles*, in Montgomery and Warner Counties, Ohio. This is an industrial line which runs southwest from Dayton. Its connections, the Lytle Running track to Clement and the northern extension of the Industrial track to Dayton are both under study in this Report. Penn Central has filed a petition to abandon the segment of this line between Centerville (Milepost 11.0) and Lytle. No action has been taken on the application. This line was described as potentially excess in the U.S. DOT Report (see Zones 106 and 108).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Lytle	89
Centerville	659
Total carloads generated by the line	748
Average carloads per week	14.4
Average carloads per mile	83.1
Average carloads per train	7.5
1973 operating information:	
Number of round trips per year	100
Estimate time per round trip (hours)	3
Locomotive horsepower	1,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the largest employer in the city of Centerville, Ohio, McMillan-Bloedel, Inc., depended on the Penn Central for the shipment of raw materials. This firm received over 600 carload shipments in 1973. This company projects a rail service increase to 920 cars. Smokey Lumber Co. and Snyder Concrete Products Co. state that shipping their commodities by truck would not be feasible. Additional tonnage on this line is expected because of the expansion of the Smokey Lumber Co.

Information for Line Retention Decision

Revenue received by Pc		$160,972
Average revenue per carload	$215	
Variable (avoidable cost of continued service):		
Cost incurred on the branch line	98,070	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	20,868	
Cost incurred beyond the branch line	104,164	
Total variable (avoidable) cost		223,102
Net contribution (loss): total		(62,130)
Average per carload	(83)	

This line would require upgrading to meet the requirement of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum of operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 4,500 crossties (an average of 500 crossties per mile). A representative of Centerville stated that 400 acres have been set aside for a new industrial complex which will generate approximately 24,000 carloads per year.

Preliminary Recommendation

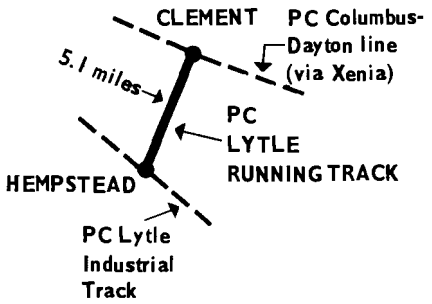
Although the preliminary recommendation is that this portion of the Lytle Industrial Track not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy.

Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $62,130 or $83 per carload. Recovery of costs would require approximately a 110 per cent increase in traffic or a 40 per cent rate increase over the 1973 levels.

LYTLE RUNNING TRACK

USRA Line No. 529

Penn Central



The Lytle Running Track, formerly part of the Pennsylvania RR, extends from *Clement* (Milepost 0.0) to *Hempstead, Ohio* (Milepost 5.1), a distance of *5.1 miles*, in Montgomery County, Ohio. This line connects with the PC Columbus-Dayton line at Clement. It connects with the PC Lytle Industry Track at Hempstead, also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 108).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Clement	0
Hempstead	0
Shaker Crossing	1,398
Dayton [1]	58
Total Carloads Generated by the Line:	1,456
Average carloads per week	28.0
Average carloads per mile	28.5
Average carloads per train	5.8
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip, hours	4
Locomotive horsepower	1,750
Train crew size	5

[1] Includes only traffic on this segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Top Value Company would have to alter their dock facility to handle additional trucks. They also reported that this particular line has recently been modernized by the PC. Traffic profile shows that Delco Products shipped and received 1,431 carloads in 1973.

Information for Line Retention Decision

Revenue received by PC		$901,679
Average revenue per carload	$619	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	149,220	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	12,658	
Cost Incurred Beyond the Branch Line	405,918	
Total Variable (Avoidable) Cost		567,796
Net contribution (loss): total		333,883
Average per carload	229	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 2,752 crossties (an average of 540 crossties per mile).

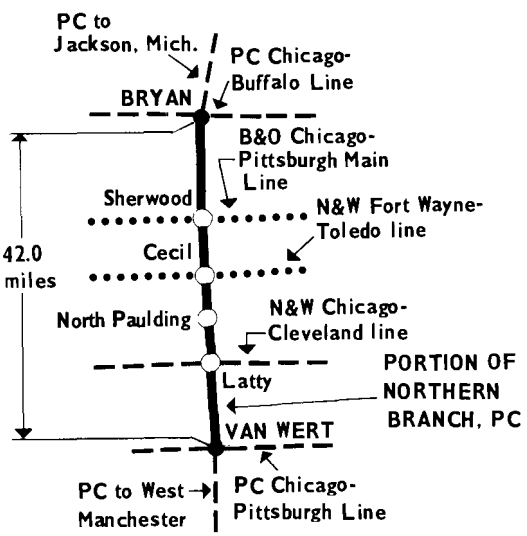
Recommendation

It is recommended that the Lytle Running Track be included in the ConRail System.

PORTION OF NORTHERN BRANCH

USRA Line No. 531/531a/532

Penn Central



This portion of the Northern Branch, formerly part of the New York Central RR, extends from *Bryan* (Milepost 60.0) to *Van Wert, Ohio* (Milepost 102.0),

a distance of *42.0 miles*, in Williams, Defiance, Paulding and Van Wert Counties, Ohio. This line is part of PC's through line between West Manchester, Ohio and Jackson, Mich.; both the northern and southern continuations of this line are under study in this Report. Three lines cross this segment of the Northern Branch. The PC Chicago-Buffalo Line at Bryan, the B&O Chicago-Pittsburgh Main Line at Sherwood, the N&W Fort Wayne-Toledo Line at Cecil and their Chicago-Cleveland Line at Latty, and the PC Chicago-Pittsburgh Line at Van Wert. Penn Central has filed a petition to abandon the segment of this line between north Paulding and Bryan, ICC Docket AB–5, Sub 112, 113, USRA Docket 75–34. Parts of this line were described as potentially excess in the U.S. DOT Report (see Zones 111 and 114).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Ney	35
N. Paulding	739
Sherwood	98
Cecil	2
Paulding	373
Latty	0
Haviland	35
Scott	145
Cavett	2
Total carloads generated by the line	1,429
Average carloads per week	27.5
Average carloads per mile	34.0
Average carloads per train	4.8
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	11.0
Locomotive horsepower	1,750
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Scott Equity Exchange Company testified it was unable to secure the desired number of rail cars and that it had to wait two months to receive some cars. This company also reported that 2,395 cars have been moving northbound over the past three years from Van Wert to Bryan. Defiance Landmark, Inc. (letter from R. L. Cline) stated that the poor service rendered by Penn Central forced them to use motor carriers, thus raising the grain prices. General Portland, Inc., a Delaware Corporation (cement manufacturers), anticipated 350 carloads for 1974 over the trackage between Bryan and North Paulding. This company was scheduled to receive 1,250 carloads per year (letter from W. W. Marten).

Information for Line Retention Decision

Revenue received by PC		$568,192
Average revenue per carload	$398	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	526,541	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	52,695	
Cost incurred beyond the branch line	285,433	
Total variable (avoidable) cost		864,669
Net contribution (loss): total		(296,477)
Average per carload	(207)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 6,480 crossties (an average of 154 crossties per mile).

Preliminary Recommendation

Although the preliminary recommendation is that this portion of the Northern Branch not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $296,477 or $207 per carload. Recovery of costs would require approximately a 105 percent increase in traffic or a 50 percent rate increase over the 1973 levels. Costs may also be lowered by reducing frequency, although this alone will *not* make the line viable.

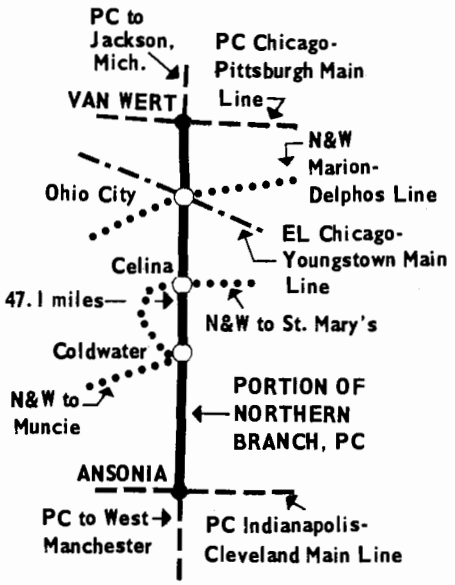
PORTION OF NORTHERN BRANCH

USRA Line No. 533/534/534A/535

Penn Central

This portion of the Northern Branch, formerly part of the New York Central RR, extends from *Van Wert* (Milepost 104.2) to *Ansonia, Ohio* (Milepost 151.3), a distance of *47.1 miles*, in Van Wert, Mercer and Darke Counties, Ohio. Five east-west lines cross this portion of the Northern Branch. They are the PC Chicago-Pittsburgh line at Van Wert, the N&W Marion-Delphos line and the EL main line at Ohio City, the N&W Muncie-St. Mary's line, which runs along the Northern Branch between Celina and Coldwater, and at Ansonia the PC Indianapolis-Cleveland main line. Both the

southern extension of this line (to West Manchester) and the northern extension (to Jackson, Mich.) are also under study in this Report. This line, except that portion between Coldwater and Celina, was described as potentially excess in the U.S. DOT Report (see Zones 111 and 110).



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Ohio City	55
Rockford	202
Tama	0
Celina	893
Coldwater	137
St. Henry	479
Gilberts	13
New Weston	9
Rossburg	9
Total carloads generated by the line	1,797
Average carloads per week	34.6
Average carloads per mile	38.2
Average carloads per train	6.0
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip, hours	10
Locomotive horsepower	1,750
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that St. Henry Tile Co. estimated 420 carloads in 1973 and stated if rail service is lost, the firm will be forced to close. Pet, Inc., estimated 380 carloads in 1973. Mercer Landmark, located in Rockford, estimated 180 carloads in 1973 and stated a switch to motor carrier would increase its transportation cost between $100,000 and $200,000.

Information for Line Retention Decision

Revenue received by PC		$419,842
Average revenue per carload	$234	
Variable (Avoidable) Cost of Continued Service:		
Cost Incurred on the Branch Line	547,842	
Cost of Upgrading Branch Line to FRA Class I: (1/10 of Total Upgrading Cost)	99,874	
Cost Incurred Beyond the Branch Line	243,200	
Total Variable (Avoidable) Cost		890,916
Net contribution (loss): total		(471,074)
Average per carload	(262)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 17,904 crossties (an average of 380 crossties per mile).

Preliminary Recommendation

It is *not* recommended that this portion of the Northern Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $471,074 or $262 per carload. Recovery of costs would require approximately a 265 per cent increase in traffic or a 110 per cent rate increase over the 1973 levels. Costs may also be lowered by reducing frequency, although this alone will not make the line viable.

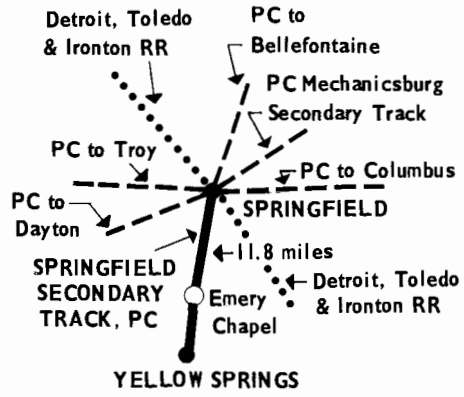
SPRINGFIELD SECONDARY TRACK

USRA Line No. 536/537

Penn Central

The Springfield Secondary Track, formerly part of the Pennsylvania RR, extends from *Yellow Springs* (Milepost 7.5) to *Springfield* (Milepost 19.3), a distance of *11.8 miles*, in Clark and Greene Counties, Ohio. At Springfield, this line has connection possibilities with seven lines; the PC to Dayton and Troy (the

latter also under study in this Report), the Detroit, Toledo & Ironton RR Main Line north or south, the PC line to Detroit, the PC Mechanicsburg Secondary Track and the PC line to Columbus (also under study in this Report). Penn Central has filed a petition to abandon the segment of this line between Emery Chapel



(Milepost 14.7) and Yellow Springs, ICC Docket No. AB-5, Sub. 153.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Yellow Springs	294
Emery Chapel	182
Springfield [1]	15
Total carloads generated by the line	491
Average carloads per week	9.4
Average carloads per mile	41.6
Average carloads per train	2.2
1973 operating information:	
Number of round trips per year	220
Estimated time per round trip (hours)	5
Locomotive horsepower	1,000
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled, "The Public Response to the Secretary of Transportation's Rail Service Report," indicates that abandonment of this line would not only have adverse effect on the whole area, but would also be detrimental to the proposed construction of a multimillion dollar cargo facility at Springfield airport. P. K. Yellow Springs, Inc. states that changing to motor carriers would triple its freight bill. Morris Bean & Company states that it would have to terminate 465 jobs as a result of abandonment. The Devine Seed Company would have shipped two to three times as many carloads as it did in 1973, if service were acceptable.

Information for Line Retention Decision

Revenue received by PC		$122,069
Average revenue per carload	$249	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	153,497	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	29,060	
Cost incurred beyond the branch line	74,875	
Total variable (avoidable) cost		257,432
Net contribution (loss): total		(135,363)
Average per carload	(276)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 5,283 crossties (an average of 448 crossties per mile).

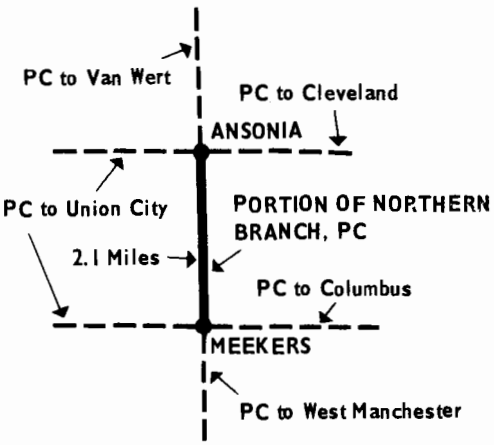
Preliminary Recommendation

It is *not* recommended that the Springfield Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $135,363 or $276 per carload. Recovery of costs would require approximately a threefold increase in traffic or a 110 percent rate increase over the 1973 levels. While costs may be lowered by reducing frequency, this alone will not make the line viable.

PORTION OF THE NORTHERN BRANCH

USRA Line No. 538

Penn Central



This portion of the Northern Branch, formerly part of the Pennsylvania RR, extends from *Ansonia* (Mile-

post 152.0) to *Meekers, Ohio* (Milepost 154.1), a distance of *2.1 miles*, in Darke County, Ohio. A continuation of this line extends northward from Ansonia to Van Wert and southward from Meekers to West Manchester, both of which are under study in this Report. This line connects with the Penn Central line Indianapolis-Cleveland at Ansonia. It also connects with the Penn Central Chicago-Columbia line at West Manchester. A portion of this line was described as potentially excess in the U.S. DOT Report (see Zone 110).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

This line does not directly serve any shippers.

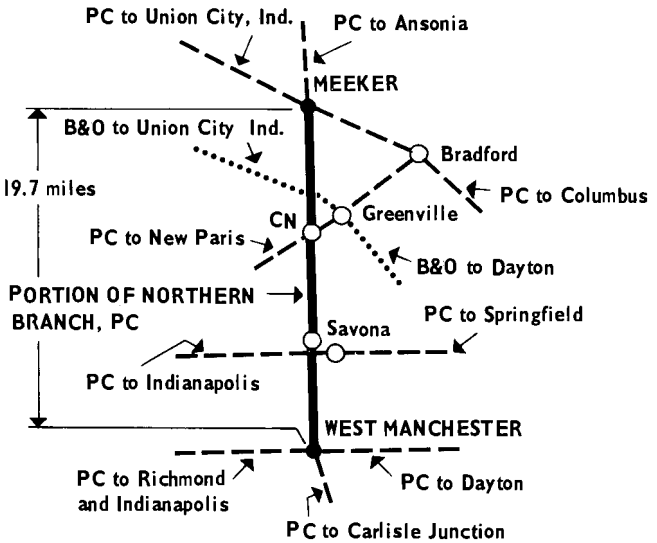
Preliminary Recommendation

It is *not* recommended that this portion of the Northern Branch be included in the ConRail System.

PORTION OF THE NORTHERN BRANCH

USRA Line No. 539/540/553a

Penn Central



This portion of the Northern Branch, formerly part of the Pennsylvania RR, extends from *Meekers* (Milepost 154.1) to *West Manchester, Ohio* (Milepost 173.8), a distance of *19.7 miles*, in Darke and Preble Counties, Ohio. A continuation of this line extends northward to Ansonia and southward to Carlisle, both of which are also under study in this Report. This line connects with the PC line Chicago-Columbus at Meekers and with the B&O Main Line Indianapolis-Dayton at Greenville. It also connects with the PC to New Paris at Greenville and with the PC St. Louis-Pittsburgh line at West Manchester, both of which are under study in this Report. Portions of this line were described as potentially excess in the U.S. DOT Report (see Zones 108 and 110).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Service Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

This line is required for through freight service, therefore local rail service will be provided to all shippers located on the line.

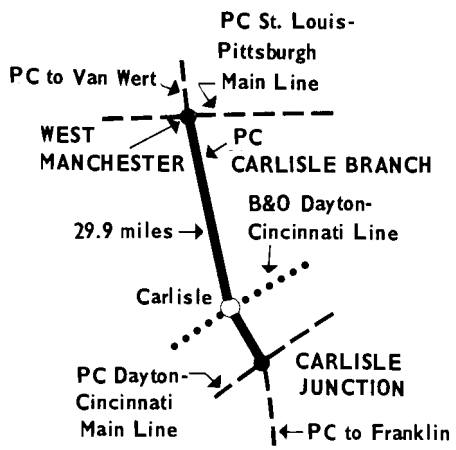
Recommendation

It is recommended that this portion of the Northern Branch be included in the ConRail System.

CARLISLE BRANCH

USRA Line No. 541

Penn Central



The Carlisle Branch, formerly part of the New York Central RR, extends from *West Manchester* (Milepost 174.0) to *Carlisle Junction, Ohio* (Milepost 203.9), a distance of *29.9 miles*, in Preble, Montgomery and Warren Counties, Ohio. This line connects PC's St. Louis-Pittsburgh Line at West Manchester and with its Dayton-Cincinnati Line and a spur to Franklin at Carlisle Junction. It is an extension of the Penn Central Northern Branch which runs from West Manchester north

to Van Wert and Jackson, Mich. The Northern Branch is also under study in this report. The B&O Dayton-Cincinnati Line crosses at Carlisle. Except for a small portion near Carlisle Junction, this line was described as potentially excess in the U.S. DOT Report (see Zones 108 and 106).

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that expansions by several plants might increase rail service on this line. Lewisburg Container Corp. (M.P. 179.5) expects to expand its plant so that carloads will climb to 1,095 in future years versus 1973 traffic of 104 carloads. In Germantown, the Duppes Company expects its heavy machine shipments to climb from 29 in 1973 to 80 carloads in future years. Without rail service, the Duppe facility may close, resulting in the termination of 200 jobs, and the loss of $2.2 million in personal income and $205,000 in tax revenues. The Ohio Underground Warehouse Corp. was planning to open a cold-storage facility at Lewisburg in September of 1974. According to their testimony, they project future shipments of 1,200 to 6,000 carloads per year. USRA staff has learned that the proposed underground warehouse is a project proposed by C. Schaefer. The project would use a 400-plus acre limestone quarry as the warehouse structure in a manner similar to one developed on the Burlington Northern near Quincy, Ill. The project has not been started yet and is complicated by the existence of a 2.5 per cent grade and 15 degree curve near the entrance to the quarry. Penn Central has suggested that Mr. Schaefer purchase a small switch engine and bring his cars two miles back to Lewisburg. No activity is under way at this time for development of the project.

Information for Line Retention Decision

This line is required for through freight service; therefore, local rail service will be provided to all shippers located on the line.

Recommendation

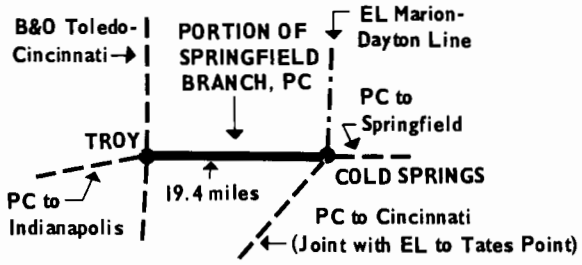
It is recommended that the Carlisle Branch be included in the ConRail System.

PORTION OF SPRINGFIELD BRANCH

USRA Line No. 549

Penn Central

This portion of the Springfield Branch, formerly part of the New York Central RR, extends from *Cold Springs* (Milepost 5.9) to *Troy, Ohio* (Milepost 25.3), a distance of *19.4 miles*, in Miami and Clark Counties, Ohio. This line is part of the old New York Central Line between Springfield and Indianapolis, which is under study in this Report west of Cold Springs. This



segment is crossed at Troy by the B&O's Toledo-Cincinnati line. At Cold Springs, it connects with the EL's Marion-Dayton line and the PC Cleveland-to-Cincinnati line. This line was described as potentially excess in the U.S. DOT Report (see Zones 108 and 109).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:		
Donnelsville		0
New Carlisle		110
Brown		0
Grayson		28
Miami Siding		0
Troy [1]		114
Total carloads generated by the line		252
Average carloads per week	4.8	
Average carloads per mile	13.0	
Average carloads per train	2.4	
1973 Operating Information:		
Number of round trips per year		104
Estimated time per round trip, hours		8.0
Locomotive horsepower		1500
Train crew size		5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$83,187
Average revenue per carload	$330	
Variable (avoidable) cost of continued Service:		
Cost incurred on the branch line	178,074	
Cost of upgrading branch line to FRA Class I (1/10 of total Upgrading cost)	48,807	
Cost incurred beyond the branch line	55,650	
Total variable (avoidable) cost		282,531
Net contribution (loss): total		(199,344)
Average per carload	(791)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 10,476 crossties (an average of 540 crossties per mile). Penn Central Industrial Development Dept. has informed USRA that discussions have been held with a firm for a new 58 acre facility at Troy, Ohio. However, there are no commitments and no estimates of future traffic.

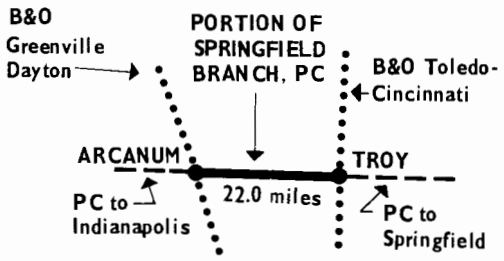
Preliminary Recommendation

It is *not* recommended that this portion of the Springfield Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $199,344 or $791 per carload. Recovery of costs would require approximately a sevenfold increase in traffic or a 315 percent rate increase over the 1973 levels. Costs may also be lowered by reducing frequency, although this alone will not make the line viable.

PORTION OF SPRINGFIELD BRANCH

USRA Line No. 551

Penn Central



This portion of the Springfield Branch, formerly part of the New York Central RR, extends from *Troy* (Milepost 25.3), to *Arcanum* (Milepost 47.3) a distance of *22.0 miles*, in Miami and Darke Counties, Ohio. This line is a segment of the old New York Central line from Springfield to Indianapolis, which is under study in this Report. B&O lines cross this segment at its endpoints; the Indianapolis-Dayton line at Arcanum and the Toledo-Cincinnati line at Troy. This line was described as potentially excess in the U.S. DOT Report (see Zones 108 and 110).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Troy [1]	1,607
Kessler	1
Ludlow Falls	24
Laura	2
Pitsburg	60
Arcanum	480
Total carloads generated by the line	2,174
Average carloads per week	41.8
Average carloads per mile	98.8
Average carloads per train	9.1
1973 operating information:	
Number of round trips per year	240
Estimated time per round trip, hours	4.0
Locomotive horsepower	1,500
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Troy Industrial Park Development depends upon Rail service according to its developer, Forrest Archer. Huntsman Container Corp., also of Troy, which handled 132 cars in 1973 said that loss of *rail* service would close their plant and 290 jobs would be lost. They plan a 50 percent expansion which will involve more rail service (amount not specified).

Information for Line Retention Decision

Revenue received by PC		$920,545
Average revenue per carload	$423	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	261,933	
Cost of upgrading branch line to FRA class I: (1/10 of total upgrading cost)	58,202	
Cost incurred beyond the branch line	537,617	
Total variable (avoidable) cost		857,752
Net contribution (loss): total		62,793
Average per carload	29	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 12,300 crossties (an average of 559 crossties per mile).

Although this line generated a net contribution, it is served via USRA Segment 549 which generated a loss amounting to $199,344.

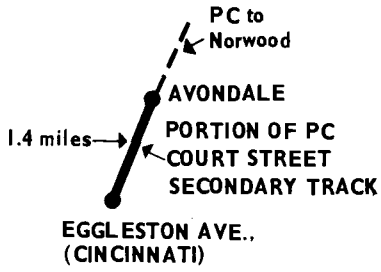
Preliminary Recommendation

It is *not* recommended that this portion of the Springfield Branch be included in the ConRail System.

PORTION OF COURT STREET SECONDARY TRACK

USRA Line No. 558

Penn Central



This portion of the Court Street Secondary Track, formerly part of the Pennsylvania RR, extends from *Avondale* (Milepost 54.3), to *Eggleston Ave.* (Cincinnati), Ohio (Milepost 55.7), a distance of *1.4 miles*, in Hamilton County, Ohio. This line is an industrial track serving part of the east side of the city of Cincinnati. The track ends at Eggleston Avenue; northward the line continues to PC's McCullough Yard. This line was not described as potentially excess in the U.S. DOT Report (see Zone 106).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Cincinnati [1]	257
Total carloads generated by the line	257
Average carloads per week	4.9
Average carloads per mile	183.6
Average carloads per train	2.5
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	1.5
Locomotive horsepower	1,200
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning the line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." Information received by USRA is that Elsinore Warehouse on this line receives 400 carloads per year and leases its building from the Penn Central. The railroad receives $30,000 a year in rent in addition to freight charges.

Information for Line Retention Decision

Revenue received by PC		$103,577
Average revenue per carload	$403	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	27,267	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	4,021	
Cost incurred beyond the branch line	62,705	
Total variable (avoidable) cost		93,993
Net contribution (loss) total		9,584
Average per carload		37

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 700 crossties (an average of 500 crossties per mile).

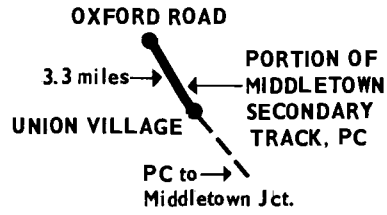
Recommendation

It is recommended that service to shippers on this portion of the Court Street Secondary Track be provided by the ConRail System.

PORTION OF MIDDLETOWN SECONDARY TRACK

USRA Line No. 560

Penn Central



This portion of the Middletown Secondary Track, formerly part of the Pennsylvania RR, extends from *Oxford State Street* (Milepost 3.7), to *Union Village, Ohio* (Milepost 7.0), a distance of *3.3 miles*, in Butler and Warren Counties, Ohio. This segment is the remaining stub end of the old PRR line to Middletown; it continues southeastward to Hageman and Middletown Junction. The Oxford Street-Middletown portion has been abandoned. This line was not described as potentially excess in the U.S. DOT Report (see Zones 106 and 107).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Union Village	5
Monroe	283
Total carloads generated by the line	288
Average carloads per week	5.5
Average carloads per mile	87.3
Average carloads per train	2.8
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	8.0
Locomotive horsepower	1,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$68,988
Average revenue per carload	$240	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	81,290	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	15,264	
Cost incurred beyond the branch line	49,581	
Total variable (avoidable) cost		146,135
Net contribution (loss): Total		(77,147)
Average per carload		(268)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,980 crossties (an average of 600 crossties per mile).

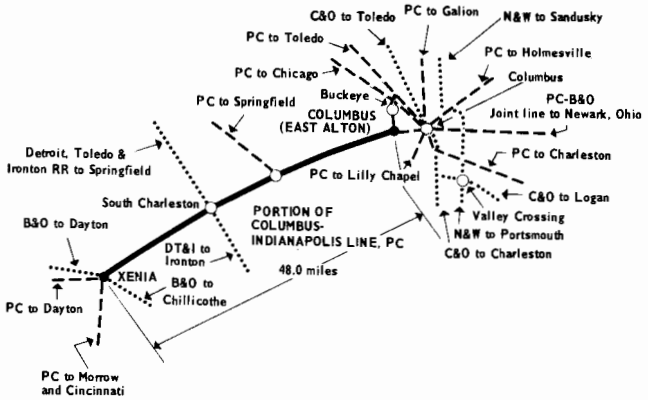
Preliminary Recommendation

It is *not* recommended that this portion of the Middletown Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $77,147 or $268 per carload. Recovery of costs would require approximately a four-fold increase in traffic or a 110 percent rate increase over the 1973 levels.

PORTION OF COLUMBUS-INDIANAPOLIS LINE

USRA Line No. 561

Penn Central



This portion of the Columbus-Indianapolis line, formerly part of the Pennsylvania RR, extends from *Columbus* (Milepost 6.7), to *Xenia, Ohio* (Milepost 54.7), a distance of *48.0 miles*, in Franklin, Madison, Greene and Clark Counties, Ohio. This line connects with the PC line to Dayton and the Dayton & Chillicothe Branch of the B&O at Xenia. It also connects with the DT&I Main Line from Detroit to Ironton. At Columbus this line connects with the B&O's Columbus-Athens Branch, the B&O Columbus-Pomeroy Branch and the B&O Pittsburgh-Cincinnati Line. Parts of this line were described as potentially excess in the U.S. DOT Report (see Zones 103, 108, 109, and 110).

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Greene Landmark firm, located in Xenia would suffer a 5¢ to 10¢ per bushel increase in transport costs. The Purex Corp. of London, would have to receive its rail service via a circuitous 56 mile re-route. Alpha Omega Corp. of London indicated that abandonment would affect their industrial park program. Clark Landmark reported plans for a $300,000 expansion program at S. Charleston. Purex Corp. said that they were planning to triple their current capabilities.

USRA staff received correspondence from William Wilson of Landmark, Inc., describing Clark Landmark's expansion plans for S. Charleston, Ohio. The firm will increase its rail traffic by at least 500 cars per year.

Information for Line Retention Decision

This line is required for through freight service, therefore local rail service will be provided to all shippers located on the line.

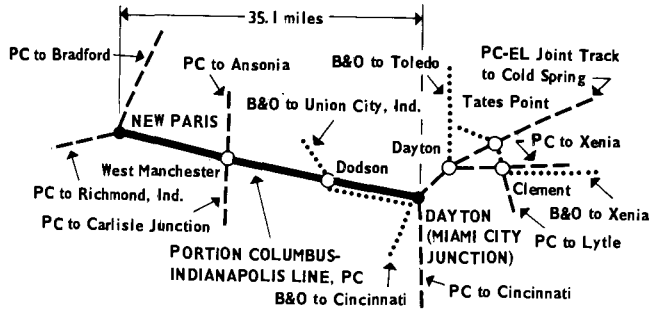
Recommendation

It is recommended that this portion of the Columbus to Indianapolis line be included in the ConRail System.

PORTION OF COLUMBUS-INDIANAPOLIS LINE

USRA Line No. 562

Penn Central



This portion of the Columbus-Indianapolis Line, formerly part of the Pennsylvania RR, extends from *Dayton* (Milepost 16.6) to *New Paris, Ohio* (Milepost 51.7), a distance of *35.1 miles*, in Montgomery and Preble Counties, Ohio. This line segment is part of the through line between Columbus and Indianapolis. It connects with the Penn Central Richmond Branch and Newman Secondary at New Paris and the Northern and Carlisle Branches at West Manchester, all of which are also under study. This line was described as potentially excess in the U.S. DOT Report (see Zone 108).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Trotwood	9
Brookville	264
Dodson	0
Eldorado	27
Dayton [1]	2,178
Total carloads generated by the line	2,478
Average carloads per week	47.7
Average carloads per mile	70.6
Average carloads per train	12.4
1973 operating information:	
Number of round trips per year	200
Estimated time per round trip (hours)	10
Locomotive horsepower	1,750
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that a shipper claimed its freight bill would go up 300 to 400 percent if trucks were used. This would represent a $100,000 increase. A tire company anticipates a 52 percent increase in the switch from rail freight to truck freight. A lumber firm anticipates costs increasing from $42.25 to $64.10 per thousand-board-feet because of additional transportation costs. Industrial expansion has developed in the area and part of the reason for this growth is attributed to the availability of rail service.

Information for Line Retention Decision

Revenue received by PC		$768,478
Average revenue per carload	$310	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	401,101	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	296,455	
Total variable (avoidable) cost		697,556
Net contribution (loss): Total		70,922
Average per carload	29	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Recommendation

It is recommended that this portion of the Columbus to Indianapolis line be included in the ConRail System.

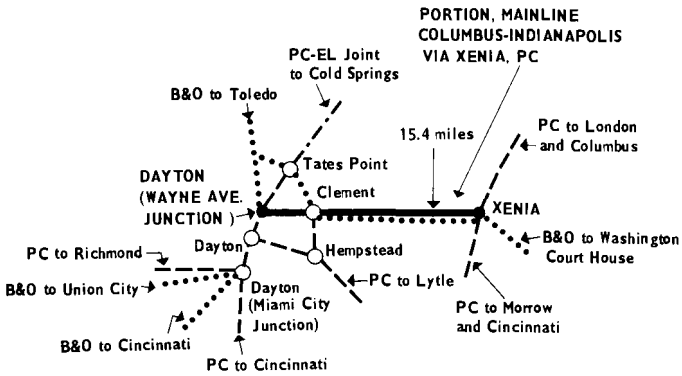
PORTION OF COLUMBUS TO INDIANAPOLIS LINE

USRA Line No. 639

Penn Central

This portion of the Columbus to Indianapolis line, formerly part of the Pennsylvania RR, extends from *Xenia* (Milepost 0.0) to *Dayton* (Milepost 15.4), a distance of *15.4 miles*, in Greene and Montgomery Counties, Ohio. This line, Columbus to Indianapolis via Xenia, connects with the PC line, Xenia to Cincinnati, at Xenia, and the PC Cincinnati-Columbus line via Dayton at Dayton. It connects with the B&O at Dayton and Xenia. It connects with the Lytle Branch of PC,

under study in this Report. It also connects at Dayton with the EL line to Springfield. This line was not described as potentially excess in the U.S. DOT Report (see Zone 108).



Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

This line is required for through freight service, therefore local rail service will be provided to all shippers located on the line.

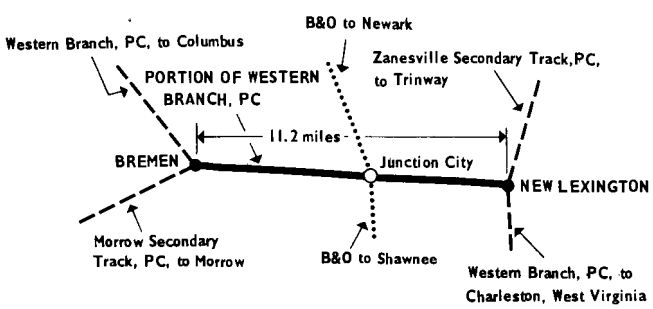
Recommendation

It is recommended that this portion of the Columbus to Indianapolis line be included in the ConRail System.

WESTERN BRANCH

USRA Line No. 640

Penn Central



This portion of the Western Branch, formerly part of the Pennsylvania RR, extends from *Bremen* (Milepost 173.8) to *New Lexington* (Milepost 185.0), a distance of *11.2 miles*, in Fairfield and Perry Counties, Ohio. This portion of the Western Branch is used primarily for overhead traffic between Columbus and Charleston, W. Va. There are connections to other PC lines as illustrated, but the physical connection to the B&O at Junction City has been removed. This line was described as potentially excess in the US DOT Report (see Zone 102).

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" by Peabody Coal indicated that circuitous routing and higher costs would result if this line was abandoned.

Information for Line Retention Decision

This line serves no shippers directly but is used to serve segments 496/496a. The preliminary recommendation for both of these segments is that they not be included in the ConRail System.

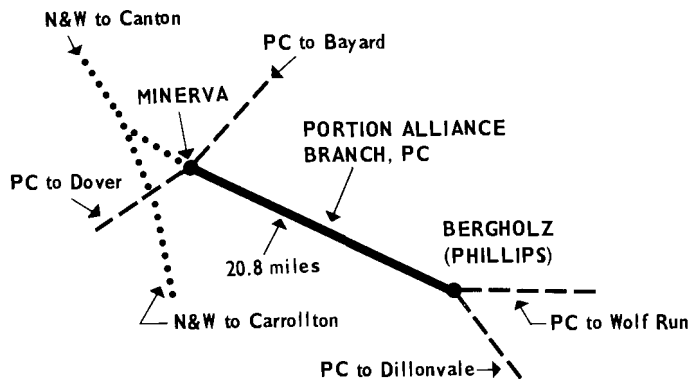
Preliminary Recommendation

It is *not* recommended that this portion of the Western Branch be included in the ConRail System.

PORTION OF ALLIANCE BRANCH

USRA Line No. 641

Penn Central



This portion of the Alliance Branch, formerly part of the New York Central RR, extends from *Minerva* (Milepost 41.7) to *Bergholz* (Milepost 62.5), a distance of *20.8 miles*, in Carroll and Jefferson Counties, Ohio. This portion of the Alliance Branch connects with the Tuscarawas Secondary Track at Minerva. The line continues beyond Bergholz to cross the Columbus-Pitts-

burgh line at Unionport. The line continues on down to Piney Fork. There is also a connection at Minerva with the Norfolk & Western. This line was described as potentially excess in the U.S. DOT Report (see Zones 96, 97, and 98).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Jensie	7,405
Messmer	0
Mechanicstown	0
Bergholz	342
Total carloads generated by the line	7,747
Average carloads per week	149.0
Average carloads per mile	372.5
Average carloads per train	15.5
1973 operating information:	
Number of round trips per year	500
Estimated time per round trip (hours)	9
Locomotive horsepower	3,000
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated heavy coal concentration along this line. Closure of mines would result in 1.5–2 million tons of lost production. The U.S. Appalachia Regional Commission has a $25 million commitment to this area.

Information for Line Retention Decision

Revenue received by PC		$1,499,888
Average revenue per carload	$194	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	581,661	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	526,951	
Total variable (avoidable) cost		1,108,612
Net contribution (loss): total		391,276
Average per carload	51	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). An evaluation of coal reserves by USRA staff confirms there is an active loading facility on this line. This line is also currently used as a high volume through-route for coal shipments.

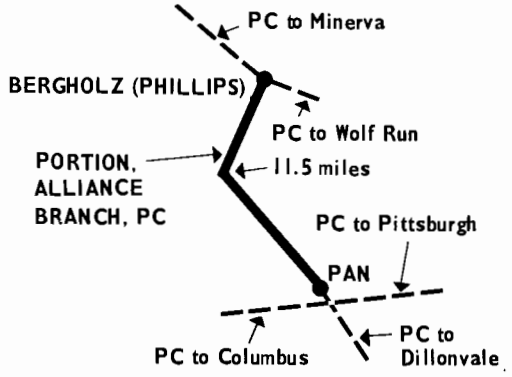
Recommendation

It is recommended that this portion of the Alliance Branch be included in the ConRail System.

PORTION OF THE ALLIANCE BRANCH

USRA Line No. 641a

Penn Central



This portion of the Alliance Branch, formerly part of the New York Central RR, extends from *Bergholz* (Milepost 62.5) to *Pan* (Milepost 74.0), a distance of *11.5 miles*, in Jefferson and Harrison Counties, Ohio. The line extends north from Bergholz and south from Pan. This line was described as potentially excess in the U.S. DOT Report (see Zones 97 and 98).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Amsterdam	16
Total carloads generated by the line	16
Average carloads per week	0.3
Average carloads per mile	1.4
Average carloads per train	0.5
1973 operating information:	
Number of round trips per year	32
Estimated time per round trip (hours)	2
Locomotive horsepower	1,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicates that the Amsterdam Supply Co. estimated it shipped 25 carloads in 1973.

Information for Line Retention Decision

Revenue received by PC		$4,199
Average revenue per carload	$262	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	77,805	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	3,357	
Total variable (avoidance) cost		81,162
Net contribution (loss): total		(76,963)
Average per carload		(4,810)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). An evaluation of coal reserves by USRA and PC staff indicates that this line is currently used as a through-route for coal shippers which have no alternative route. All shippers served by this line will continue to have service.

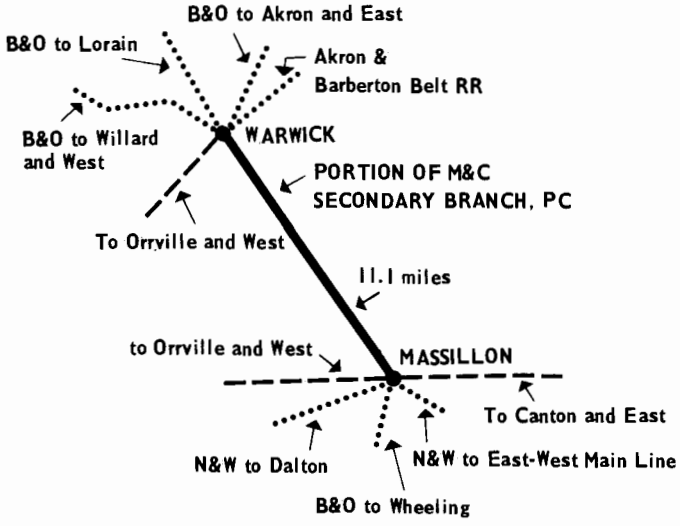
Recommendation

It is recommended that this portion of the Alliance Branch be included in the ConRail System.

M&C SECONDARY TRACK, M&C BRANCH

USRA Line No. 642

Penn Central



The M&C Secondary Track, formerly part of the Pennsylvania RR, extends from *Massillon* (Milepost 0.0), to *Warwick* (Milepost 11.1), a distance of *11.1 miles*, in Summit and Stark Counties, Ohio. From East Gravel (2 miles from Massillon) to Warwick, this line is operated as paired track with the Baltimore & Ohio Railroad. PC owns the Northbound track and B&O the Southbound, with expenses divided on a per car basis. The operation is under B&O rules and regulations. This line was not described as potentially excess in the U.S. DOT Report. (See Zones 95 and 96.)

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

This line is used for through coal traffic.

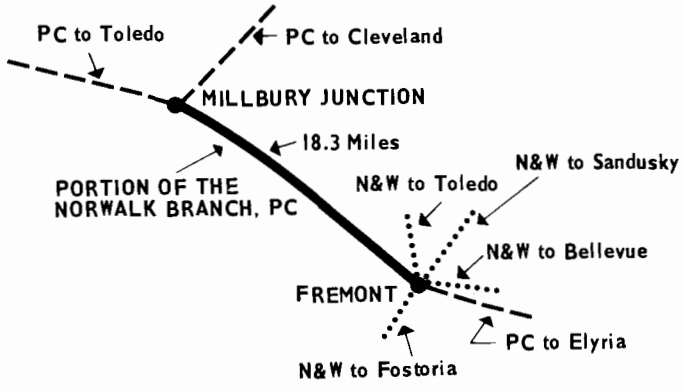
Recommendation

It is recommended that the M&C Secondary Track be included in the ConRail System.

PORTION OF NORWALK BRANCH

USRA Line No. 643

Penn Central



This portion of the Norwalk Branch, formerly part of the New York Central RR, extends from *Fremont* Milepost 269.0) to *Millbury Junction*, Ohio. (Milepost 287.3), a distance of *18.3 miles*, in Sandusky, Ottawa and Wood Counties, Ohio. Continuations of this line extend westward from Millbury Junction and eastward from Fremont. A portion of the latter extension is also under study in this Report. Connections include: the Norfolk & Western to Lima at Fremont and at Millbury Junction the PC Chicago-to-Buffalo line. This line, except for the portion from Genoa to Millbury Junction, was described as potentially excess in the U.S. DOT Report(see Zones 100 and 113).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Lindsey	183
Elmore	116
Genoa	3,067
Total carloads generated by the line	3,366
Average carloads per week	64.7
Average carloads per mile	183.9
Average carloads per train	13.0
1973 operating information:	
Number of round trips per year	260
Estimated time per round trip (hours)	11.5
Locomotive horsepower	1,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Farmer's Mercantile Elevator Company estimated 246 carloads in 1973. This company, located in Lindsey, reported that 3,500 and 4,000 carloads pass through Fremont yearly.

Information for Line Retention Decision

Revenue received by PC		$926,466
Average revenue per carload	$275	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	345,834	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	52,228	
Cost incurred beyond the branch line	676,085	
Total variable (avoidable) cost		$1,074,147
Net contribution (loss): total		(147,681)
Average per carload	(44)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 9,910 crossties (an average of 541 crossties per mile).

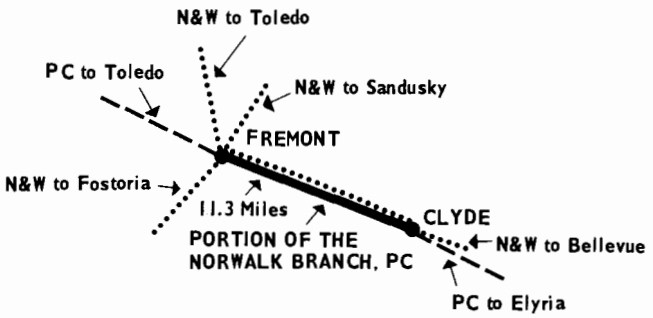
Preliminary Recommendation

Although the preliminary recommendation is that this portion of the Norwalk Branch not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $147,681 or $44 per carload. Recovery of costs would require approximately a 59 percent increase in traffic or a 16 percent rate increase over the 1973 levels. Costs may also be lowered by reducing frequency, although this alone will not make the line viable.

PORTION OF NORWALK BRANCH

USRA Line No. 643a

Penn Central



This portion of the Norwalk Branch, formerly part of the Pennsylvania RR, extends from *Clyde* (Milepost 257.7) to *Fremont, Ohio* (Milepost 269.0), a distance of *11.3 miles*, in Sandusky County, Ohio. Continuations of this line extend westward from Fremont and eastward from Clyde. A portion of the former is also under study in this Report. Connections include: the Norfolk & Western to Sandusky at Fremont and the PC line to Sandusky at Clyde. This line was not described as potentially excess in the U.S. DOT Report (see Zone 100).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Clyde	1,200
Fremont	2,016
Total carloads generated by the line	3,216
Average carloads per week	62
Average carloads per mile	285
Average carloads per train	10.7
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	12
Locomotive horsepower	1,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary

of Transportation's Rail Service Report" indicated that Woodall Industries estimated 401 carloads in 1973 and project 500 carloads. Rural Services Inc., located in Clyde, operates a 475,000 bushel grain storage facility. They state it is impossible to inspect, load, and ship such quantities of grain by any other transportation mode than rail.

Information for Line Retention Decision

Revenue received by PC		$867,616
Average revenue per carload	$270	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	357,242	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	35,327	
Cost incurred beyond the branch line	509,778	
Total variable (avoidable) cost		902,347
Net contribution (loss): total		(34,731)
Average per carload	(11)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 6,074 crossties (an average of 538 crossties per mile).

This line is reached via USRA Segment 643 which generated a loss amounting to $147,681.

Preliminary Recommendation

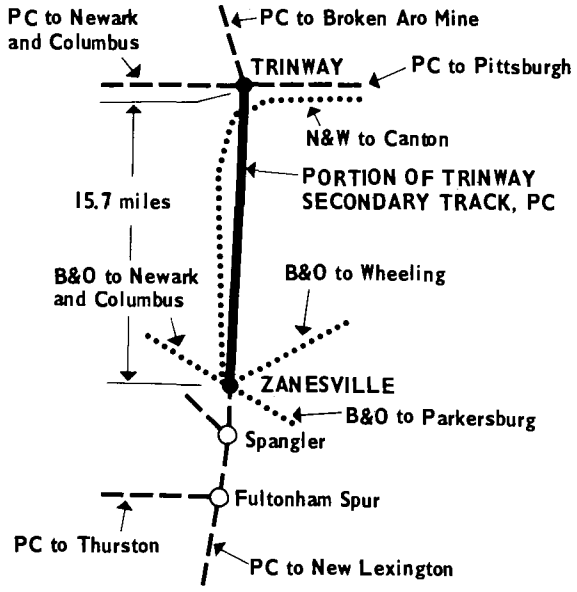
It is *not* recommended that this portion of the Norwalk Branch be included in the ConRail System. However, service may be provided by the Norfolk and Western.

PORTION OF TRINWAY SECONDARY TRACK

USRA Line No. 644

Penn Central

This portion of the Trinway Secondary Track, formerly part of the Pennsylvania Railroad, extends from *Trinway* (Milepost 0.3) to *Zanesville, Ohio* (Milepost 16.0), a distance of *15.7 miles*, in Muskingum and Perry Counties, Ohio. This line connects with Penn Central's line (Columbus-Pittsburgh) at Trinway. It connects with other Penn Central lines under study at Crooksville (to Cincinnati and to Columbus), and at Zanesville (to Columbus). It also connects at Zanesville with the B&O line to Columbus and Wheeling, and with the N&W line to Canton. This line was described as potentially excess in the U.S. DOT Report (see Zone 103).



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Trinway	38
Dresden	0
Ellis	0
Boich Mine No. 2	0
Zanesville[1]	47
Total carloads generated by the line	85
Average carloads per week	1.6
Average carloads per mile	5.4
Average carloads per train	1.6
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	11.0
Locomotive horsepower	1,500
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shipping, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$26,362
Average revenue per carload	$310	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	155,465	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	29,400	
Cost incurred beyond the branch line	11,023	
Total variable (avoidable) cost		195,888
Net contribution (loss): Total		(169,526)
Average per carload	(1,994)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 5,595 crossties (an average of 356 crossties per mile). Although this line generates a loss, it is required to serve USRA segments 644a, 496c and 513/513a. Also, there is potential for new coal production on the line.

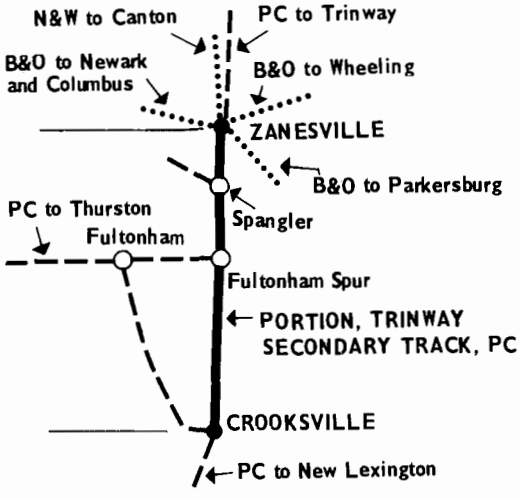
Recommendation

It is recommended that this portion of the Trinway Secondary Track be included in the ConRail System.

PORTION OF TRINWAY SECONDARY TRACK

USRA Line No. 644a

Penn Central



This portion of the Trinway Secondary Track, formerly part of the Pennsylvania RR, extends from *Zanesville* (Milepost 16.0) to *Crooksville, Ohio* (Milepost 29.0), a distance of *13.0 miles*, in Muskingum and Perry Counties, Ohio. This line connects at Zanesville with Penn Central lines under study, to Trinway and to Columbus, with N&W to Canton, and B&O line to Columbus and Wheeling, W. Va. At Crooksville, this line connects with PC branches to Columbus and Cincinnati, both under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 103).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Zanesville [1]	1,389
Spangler	0
S. Zanesville	100
Roseville	231
Total carloads generated by the line:	1,720
Average carloads per week	33.1
Average carloads per mile	132.3
Average carloads per train	11.5
1973 Operating Information:	
Number of round trips per year	150
Eestimate time per round trip (hours)	8
Locomotive horsepower	3,500
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shipping, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$606,843
Average revenue per carload	$353	
Variable (avoidable) cost of continued services:		
Cost incurred on the branch line	247,605	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	23,859	
Cost incurred beyond the branch line	318,532	
Total variable (avoidable) cost		589,996
Net contribution (loss): total		16,847
Average per carload	1	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 4,633 crossties (an average of 356 crossties per mile).

Recommendation

It is recommended that this portion of the Trinway Secondary Track be included in the ConRail System.

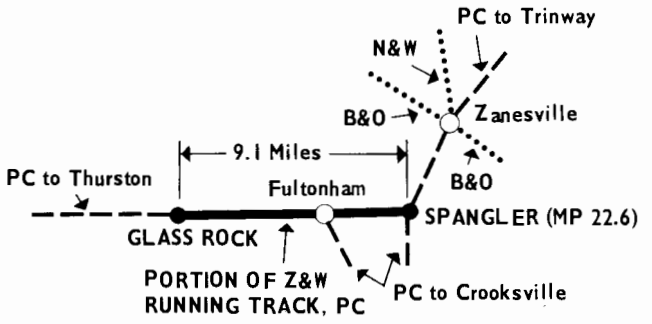
PORTION OF Z&W RUNNING TRACK

USRA Line No. 692

Penn Central

This portion of the Z&W Running Track, formerly part of the Pennsylvania RR, extends from *Glass Rock* (Milepost 45.6) to *Spangler, Ohio* (Milepost 50.2), a distance of *4.6 miles* in Muskinghum and Perry Counties, Ohio. This line continues to Thurston from Glass Rock and to Trinway from Spangler. It connects with the Crooksville Running Track at Fultonham and the

Zonesville Secondary Track at Milepost 22.62. It connects with the B&O at Zanesville.



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Glass Rock	1,107
Fultonham	390
Total carloads generated by the line	1,497
Average carloads per week	28.8
Average carloads per mile	325.4
Average carloads per train	6.2
1973 operation information:	
Number of round trips per year	240
Estimated time per round trip (hours)	8
Locomotive horsepower	3,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$307,235
Average revenue per carload	$205	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	205,071	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	8,573	
Cost incurred beyond the branch line	148,438	
Total variable (avoidable) cost		362,082
Net contribution (loss): total		(54,847)
Average per carload	(37)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,672 crossties (an average of 363 crossties per mile).

Preliminary Recommendation

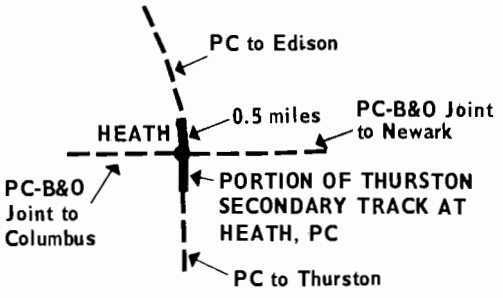
It is *not* recommended that this portion of the Z & W Running Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $54,847 or $37 per carload. Recovery of costs would require approximately a 35 percent increase in traffic or an 18 percent rate increase over the 1973 levels. Costs may also be lowered by reducing frequency, although this alone will not make the line viable.

Special consideration should be given to rate increases as the volume traffic density is high but the revenue per car low.

PORTION OF THURSTON SECONDARY TRACK

USRA Line No. 706

Penn Central



This portion of the Thurston Secondary Track, formerly part of the Pennsylvania RR, extends from (Milepost 133.0) to (Milepost 133.5), at *Heath, Ohio*, a distance of *0.5 mile*, in Licking County, Ohio. A continuation of this line extends southward to Hebron from Heath, also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 102).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Heath [1]	33
Total carloads generated by the line	33
Average carloads per week	0.6
Average carloads per mile	66.0
Average carloads per train	1.3
1973 operating information:	
Number of round trips per year	25
Estimated time per round trip (hours)	1.5
Locomotive horsepower	1,200
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shipping, Government Agencies

No specification information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$13,140
Average revenue per carload	$398	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	7,303	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	1,691	
Cost incurred beyond the branch line	4,983	
Total variable (avoidable) cost		13,977
Net contribution (loss): total		(837)
Average per carload	(25)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 175 crossties (an average of 350 crossties per mile).

Although service to the entire line generates a loss, a 10 percent growth in traffic or a 6 percent rate increase would make this portion of the line financially self-sufficient.

Recommendation

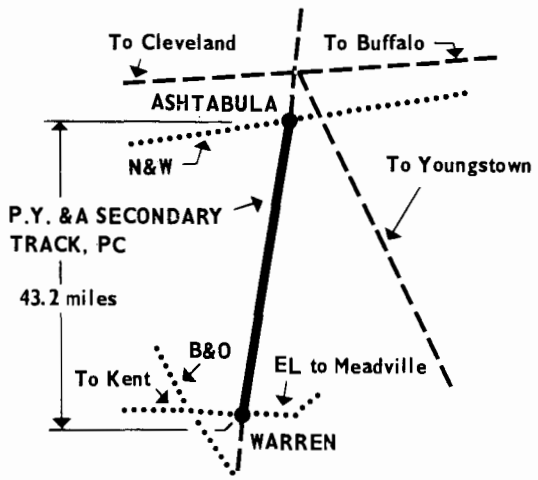
It is recommended that this portion of the Thurston Secondary Track be included in the ConRail System.

P.Y. & A SECONDARY TRACK

USRA Line No. 714

Penn Central

The P.Y. & A Secondary Track, formerly part of the Pennsylvania RR, extends from *Ashtabula* (Milepost 124.3) to *Warren, Ohio* (Milepost 81.1), a distance of *43.2 miles*, in Ashtabula & Warren Counties, Ohio. Before the merger, it carried coal and ore traffic to and from Ashtabula Harbor; the traffic is now moving on the Youngstown Branch. This line was not described as potentially excess in the U.S. DOT Report (see Zone 92).



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Champion	25
Bristolville	53
Lockwood	22
E. Orwell	13
New Lyme	0
Rome	22
Rock Creek	90
Austinburg	97
Ashtabula [1]	111
Total carloads generated by the line	433
Average carloads per week	8.3
Average carloads per mile	10.0
Average carloads per train	2.9
1973 Operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	11.0
Locomotive horsepower	3,500
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shipping, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$113,199
Average revenue per carload	$261	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	417,690	
Cost of upgrading branch line to FRA class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	73,947	
Total variable (avoidable) cost		491,637
Net contribution (loss): total		(378,438)
Average per carload	(874)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

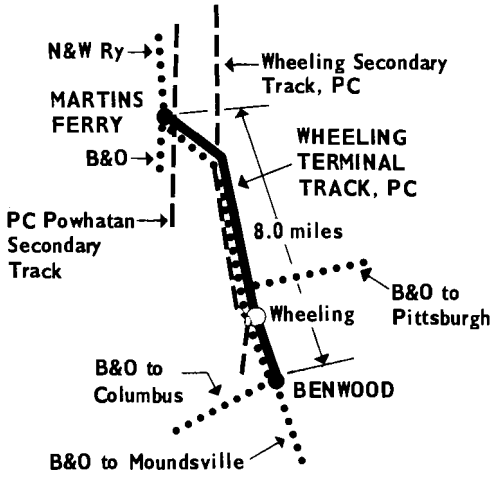
Preliminary Recommendation

It is *not* recommended that the P.Y.&A. Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $378,438 or $874 per carload. Recovery of costs would require approximately a 10-fold increase in traffic or a 335 percent rate increase over the 1973 levels. Costs may also be lowered by reducing frequency, although this alone will not make the line viable.

WHEELING TERMINAL TRACK

USRA Line No. 353

Penn Central



The Wheeling Terminal Track, formerly part of the Pennsylvania RR, extends from *Martin's Ferry, Ohio* (Milepost U.S. 1 & 44) to *Benwood, W. Va.* (Milepost U.S. 421 & 61), a distance of *8.0 miles*, in Belmont County, Ohio and Marshall County, West Virginia. At Benwood and Wheeling, this line connects with the PC Wheeling Secondary Track, the Norfolk & Western line to Mingo Junction, Ohio, and the Baltimore & Ohio. Additionally, at Benwood it connects with the PC LaBelle Branch, and at Wheeling with the Baltimore & Ohio line running east. At Martin's Ferry, this line connects with the PC Powhatan Secondary Track; a Baltimore & Ohio Branch and the Norfolk & Western line running to Mingo Junction. The LaBelle Branch is also under study in this Report. In October 1972, the PC applied for permission to abandon this line, Docket No. AB-5, Sub. 114 & 115. No final action has been taken by the ICC on this application. This line was not described as potentially excess in the U.S. DOT Report (see Zone 99).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Wheeling [1]	879
Benwood	2,681
Total carloads generated by the line	3,560
Average carloads per week	68.5
Average carloads per mile	445.0
Average carloads per train	14.2
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	2
Locomotive horsepower	600
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$772,952
Average revenue per carload	$217	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	154,844	
Cost of upgrading branch line to FRA class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	468,829	
Total variable (avoidable) cost		623,673
Net contribution (loss): total		149,279
Average per carload	42	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Recommendation

It is recommended that the Wheeling Terminal Track be included in the ConRail System.

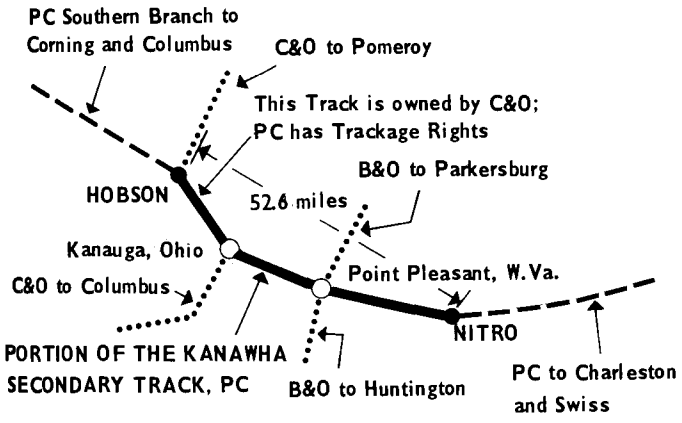
PORTION OF KANAWHA SECONDARY TRACK

USRA Line No. 514a

Penn Central

This portion of the Kanawha Secondary Track, formerly part of the New York Central RR, extends

from *Hobson, Ohio* (Milepost 56.4), to *Nitro, W. Va.*, (Milepost 109.0), a distance of *52.6 miles*, in Meigs and Gallia Counties, Ohio, and Mason and Putnam Counties, W. Va. Continuations of this line extend southeastward from Nitro and northwestward from Hobson. Connections are: the Baltimore & Ohio Huntington-Wheeling line at Point Pleasant and the Chesapeake & Ohio Columbus-to-Pomeroy line at Kanauga (from this point to Hobson Junction, the C&O owns the line and PC operates via trackage rights). Both of the continued portions are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 104, 198 and 199).



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Port Pleasant	138
Arbuckle	6
Robertson	0
Buffalo	7
Rumer	0
Redhouse	785
McGill	1
Courtney	2
Bancroft	7
Total carloads generated by the line	946
Average carloads per week	18.2
Average carloads per mile	18.0
Average carloads per train	4.7
1973 operating information:	
Number of round trips per year	200
Estimated time per round trip (hours)	12.0
Locomotive horsepower	2000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Service Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" stated that Congressman Slack predicts an increase in coal production in this area. The Motor Freight Lines (238 carloads in 1973), the Putnam Fabricating Company (171 in 1973), Kanawha Manufacturing Co. and Mobay Co., all protest the abandonment of this line. Georgia Pacific, which currently receives 480 carloads, states that they expect an increase to 709 carloads in 1974. The State of West Virginia has indicated the possibility of substantial industrial development on the line.

Information for Line Retention Decision

Revenue received by PC		$121,591
Average revenue per carload	$129	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	439,181	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	24,377	
Cost incurred beyond the branch line	136,086	
Total variable (avoidable) cost		599,644
Net contribution (loss): total		(478,053)
Average per carload	(505)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 2,165 crossties (an average of 50 crossties per mile).

An evaluation of coal reserves by USRA staff has been unable to identify the existence of coal reserves capable of being mined.

Preliminary Recommendation

It is *not* recommended that this portion of the Kanawha Secondary Track be included in the ConRail System.

The large rehabilitation costs and the possibilities for alternative routings mean that such reroutings must be explored. If trackage rights cannot be obtained to serve the Charleston area, this line may be included in the ConRail System.

If USRA receives more definitive information on possible major new traffic on this line segment because of industrial development, this preliminary decision will reviewed. "Rail banking" the line may be possible solution.

PENNSYLVANIA

Intrastate

USRA line number	Terminals
133	North Philadelphia to Queen Lane
133a	Queen Lane to Allen Lane
133b	Allen Lane to Chestnut Hill
135	Fort Washington Branch at Philadelphia
143	West Chester Branch at West Chester
173a	Phoenixville to Devault
175/176	Honey Brook to New Holland
177	Pomeroy to Doe Run
180	Cornwall to Lebanon
181	East Lebanon Branch at Lebanon
185/186	Paxtonville to Selinsgrove
192/192a/192b	Sunbury to Wilkes-Barre
192c	Hudson to Buttonwood
194	Court Street Secondary Track at Reading
196	Hamburg to Schuylkill Haven
197	Norristown to Pottstown
197a	Pottstown to Reading
197b	Reading to Hamburg
201	Mifflinburg to Lewisburg
202	York to Hellam
203	Mechanicsburg to Dillsburg
204	New Kingston to Chambersburg
206	Marion to Mercersburg
208	Yeagertown to Reedsville
209	Lewistown to Maitland
210	Fairbrook Branch at Tyrone
212/212a	Petersburg to Williamsburg
214	Martinsburg Junction to Curry
216	Bedford to Brookes Mills
218	Creek to Mount Dallas
229	Middle Canal Branch at Williamsport
243a	Mill Hall to Lock Haven
250	Corry to Titusville
252	Warren to Ridgway
253	Emporium to St. Marys
253a	St. Marys to Ridgway
254	Oil City to Tidioute
256	Polk Junction to Reno
257	Brookville Track at Brookville
260a	North Warren to Warren
295	McGees Secondary Track Near McGees
312	Fort Wayne Bridge at Pittsburgh
313	Pittsburgh to Chicago Line at Pittsburgh
314	Pittsburgh to St. Louis Line at Pittsburgh
315	Allegheny Branch at Pittsburgh
326	Black Lick Junction to Indiana
331	Hempfield Junction to Herminie
335	Coal Lick Run near Uniontown
344	Bridgeville to Sygan
345a	Westland Industrial Track
348b	Langeloth Junction to Langeloth
348c	Burgettstown to Atlasburg
352	Shippingport to Kobuta
355	Scottdale to Mount Pleasant
356	New Castle to Mercer
360	Jamestown to Linesville
361	Coverts to Walford
646	Erie to Corry
646a	Corry to Warren
647	Red Bank to Emlenton
647a	Emlenton to Oil City
648	Red Bank to Schenley
649	Titusville to Oil City
650	Kiskiminetas Junction to Logans Ferry
650a	Pittsburgh to Logans Ferry
651	Falls Creek to Brockway
653	Cresson to Glasgow
655	Ebensburg Junction to Black Lick
655a	Black Lick to Blairsville
656	Brooke's Mills to Hollidaysburg
657	Martinsburg to Brooke's Mills
658	Lewistown to Yeagertown
659	Sunbury to Thompson
659a	Thompson to Mount Carmel
660	Watsontown to Berwick
661	Columbia to Lancaster
662	Lancaster to New Holland
663	Fairchance to Connellsville
664	Houston to Washington
691	Parkesburg to Lancaster
691a	Lancaster to Conewago
691b	Conewago to Royalton
691c	At Lancaster
712	Sharon to Jamestown

RDG

903	Chestnut Hill to Wayne Junction
904	Cheltenham Junction to Newtown
905	Lansdale to Doylestown
906	Perkiomen Junction to Emmaus Junction
908	Elverson to Warwick
909	Eshbach to Pottstown
910	Kutztown to Topton
912	Gettysburg to Carlisle Junction
914	Rex to Lebanon
915	Suedburg to Lebanon
916	Manheim to White Oak
917	Columbia to Lancaster Junction
918	Manheim to Lancaster Junction
919	Lancaster Junction to Lancaster
920	Manheim to Lititz
920a	Lititz to Sinking Spring
921	St. Clair to Bear Run Junction
922	Trevorton to Herndon
923	Lofty to Rupert
924	Rupert to West Milton
925	Tremont to Pine Grove
926	Tremont to Good Spring
929	Westwood to Tremont
930	Swatara Junction to Terminus
931	Silverton to West Junction

USRA line number	Terminals
932	West Junction to Terminus
933	Frankford to Frankford Junction
934	Newberry Junction to West Milton
935	Norristown to Lansdale
946	Muncie to Terminus
947	Good Spring to Terminus

LV

1007	Laurel Junction to Rock
1008	Delano to Raven Run
1009	Nesquehoning Junction to Tamanend
1012	Franklin Branch at Wilkes-Barre
1013	Mehoopany to Towanda
1014	Towanda to Sayre

Interstate

PC

Pennsylvania to New York (these lines are discussed under New York)

249	Corry, Pa. to Mayville, N.Y.
260	North Warren, Pa. to Falconer, N.Y.

LV

1015	Sayre, Pa. to Owego, N.Y.
1016	Sayre, Pa. to Van Etten Junction, Pa.

PC

Pennsylvania to Maryland (these lines are discussed under Maryland)

198	Spring Grove, Pa. to North of Frederick, Md.
204a	Chambersburg, Pa. to Hagerstown, Md.

RDG

Pennsylvania to Delaware (this line is discussed under Delaware)

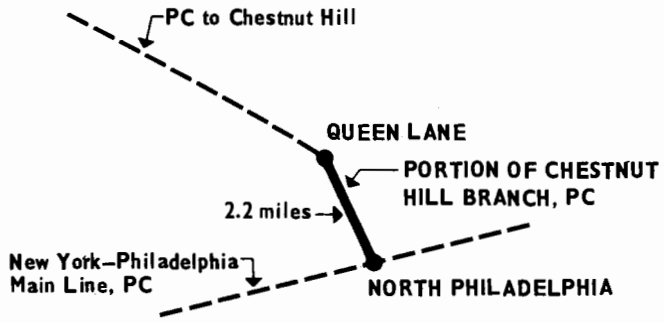
907/939	Elverson, Pa. to Elsmere Junction, Del.

PORTION OF CHESTNUT HILL BRANCH

USRA Line No. 133

Penn Central

This portion of the Chestnut Hill Branch, formerly part of the Pennsylvania RR, extends from *North Philadelphia* (Milepost 0.0) to *Queen Lane, Pa.* (Milepost 2.2), a distance of *2.2 miles*, in Philadelphia County, Pa. The continuation of this line extends northwestward from Queen Lane to Chestnut Hill (also under study in this Report). It also connects with the New York-Philadelphia line of the PC at North Philadelphia. This line was described as potentially excess in the U.S. DOT Report (see Zone 66).



Traffic and Operating Information

Stations (with their 1973 carloads) sedved by this line:	
Philadelphia [1]	12,317
Total carloads generated by the line	12,317
Average carloads per week	237
Average carloads per mile	5,599
Average carloads per train	41.1
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	3.5
Locomotive horsepower	660
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that there are 16 industries served by this line. The Budd Co., auto parts manufacturer, reported 10,946 carloads for 1973 and employs 4,500 people. This line is also a part of SEPTA's intercity passenger and rail commuter system who reported 2.7 million passengers per year. The Reading Railroad's Chestnut Hill Branch runs parallel with this line. Correspondence submitted to USRA states that the Reading Line is a different grade and cannot serve as an alternate route. Pennsylvania's response indicates a steel producer would shut down leaving 938 workers unemployed.

Information for Line Retention Decision

Revenue received by PC		$5,340,410
Average revenue per carload	$434	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	459,388	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	3,519,172	
Total variable (avoidable) cost		3,978,560
Net contribution (loss): total		1,361,850
Average per carload	111	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

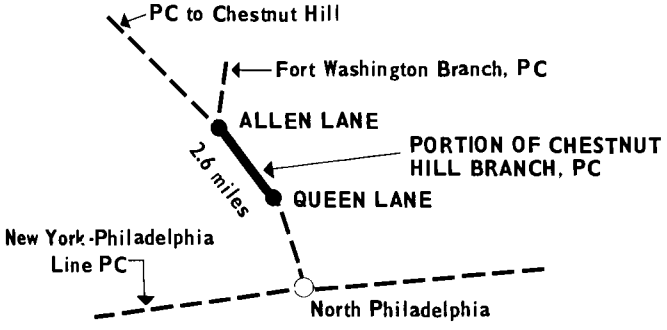
Recommendation

It is recommended that this portion of the Chestnut Hill Branch be included in the ConRail System.

PORTION OF CHESTNUT HILL BRANCH

USRA Line No. 133a

Penn Central



This portion of the Chestnut Hill Branch, formerly part of the Pennsylvania Railroad, extends from *Queen Lane* (Milepost 2.2), to *Allen Lane*, Pennsylvania (Milepost 4.8), a distance of *2.6 miles*, in Philadelphia County, Pennsylvania. Continuations of this line extends northwestward from Allen Lane to Chestnut Hill, and southeastward from Queen Lake to North Philadelphia. (Both lines are also under study in this Report). The line also connects with the Fort Washington Branch of the PC at Allen Lane, also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 66).

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that this branch, a part of SEPTA's suburban rail service, has about 10,000 daily riders. It was suggested at the hearings that local officials would prefer to preserve the right-of-way for possible future use and for SEPTA to maintain its current suburban service.

All of the testimony relating to patrons of this line was directed to the first 2 miles of track on Segment 133. There are no active shippers on this segment.

USRA's staff has had several meetings with SEPTA representatives in order to lay the groundwork for a detailed inventory of SEPTA's required passenger facilities. Both staffs are continuing to discuss ways in which SEPTA may wish to acquire portions of this line for passenger service, as provided in the Regional Rail Reorganization Act.

Information for Line Retention Decision

This line is primarily used for passenger service although it is used as an overhead line to serve freight shippers on USRA Segment No. 135. The Preliminary Recommendation for line Segment No. 135 is that freight service not be provided by the ConRail System. Therefore, this segment is not required for freight service.

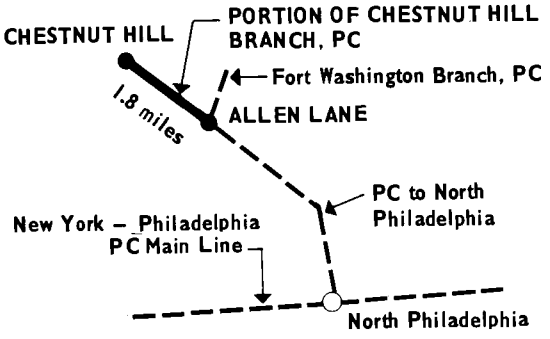
Preliminary Recommendations

It is *not* recommended that *freight service* be provided over this portion of the Chestnut Hill Branch in the ConRail System.

PORTION OF CHESTNUT HILL BRANCH

USRA Line No. 133b

Penn Central



This portion of the Chestnut Hill Branch, formerly part of the Pennsylvania RR, extends from *Allen Lane* (Milepost 4.8) to *Chestnut Hill, Pa.* (Milepost 6.6), a distance of *1.8 miles*, in Philadelphia County, Pennsylvania. The continuation of this line extends southeastward to North Philadelphia (also under study in this Report). The line connects at Allen Lane with the Fort Washington Branch of the PC, also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 66).

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that this branch is a part of SEPTA's suburban rail service, with about 10,000 daily riders. It was suggested at the hearings that local officials would prefer to preserve the

right-of-way for possible future use and to allow SEPTA to maintain its current suburban service.

All of the testimony relating to portions on this line was directed to the first 2 miles of track on segment 133. There are no active shippers on this segment.

Information for Line Retention Decision

USRA Staff has had several meetings with SEPTA representatives in order to lay the groundwork for a detailed inventory of SEPTA's required passenger facilities. Both staffs are continuing to discuss ways in which SEPTA may wish to acquire portions of this line for passenger service, as provided in the Regional Rail Reorganization Act.

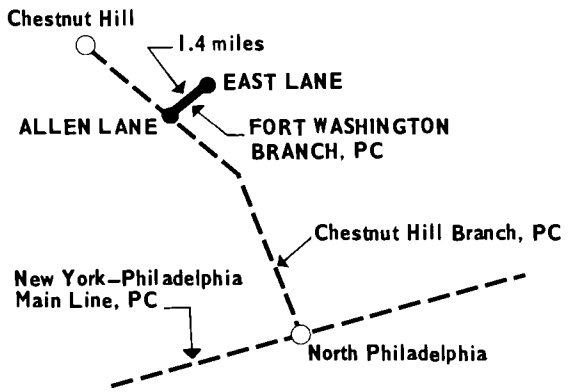
Preliminary Recommendation

It is *not* recommended that *freight service* be provided over this portion of the Chestnut Hill Branch by the ConRail System.

FORT WASHINGTON BRANCH

USRA Line No. 135

Penn Central



The Fort Washington Branch, formerly part of the Pennsylvania RR, extends from *Allen Lane* (Milepost 0.0) to *East Lane, Pa.* (Milepost 1.4), a distance of *1.4 miles*, in Philadelphia County, Pa. This line connects with the Chestnut Hill Branch of the PC at Allen Lane (also under study in this Report). This line was not shown in the U.S. DOT Report (see Zone 66).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Philadelphia [1]	26
Total carloads generated by the line	26
Average carloads per week	0.5
Average carloads per mile	18.6
Average carloads per train	0.9
1973 operating information:	
Number of round trips per year	30
Estimated time per round trip (hours)	0.5
Locomotive horsepower	660
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the majority of comments were made with specific reference to the 5-mile-long Chestnut Hill to North Philadelphia Junction branch. USRA staff has identified A. Z. Bogert, National Crucible Co. and Met Lab as the three affected shippers on the Fort Washington Branch. There is no specific reference in the RSPO report on comments from these three firms. No information about this branch was provided in Pennsylvania's response to the original DOT report.

Information for Line Retention Decision

Revenue received by PC		$7,806
Average revenue per carload	$300	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	12,489	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrade cost)	1,116	
Cost incurred beyond the branch line	7,771	
Total variable (avoidable) cost		21,376
Net contribution (loss): total		(13,570)
Average per carload	(522)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 300 crossties (an average of 214 crossties per mile).

Preliminary Recommendation

It is *not* recommended that the Fort Washington Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $13,570 or $522 per carload. Recovery of costs would require approximately a two hundredfold increase in traffic or a 175-percent rate increase over the 1973 levels.

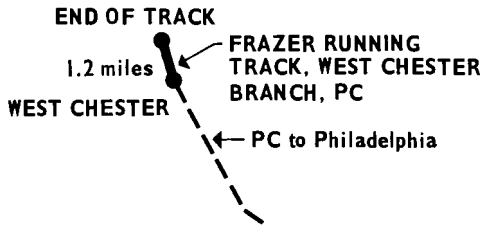
WEST CHESTER BRANCH

(FRAZER RUNNING TRACK)

USRA Line No. 143

Penn Central

The Frazer Running Track, at *West Chester*, formerly part of the Pennsylvania RR, extends from



Milepost 29.5 to Milepost 30.7, a distance of *1.2 miles*, in West Chester and Chester County, Pa. This line is a continuation of the West Chester Branch at West Chester. This line was not shown in the U.S. DOT Report (see Zone 66).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
West Chester [1]	12
Total carloads generated by the line	12
Average carloads per week	0.2
Average carloads per mile	10
Average carloads per train	0.5
1973 Operating information:	
Number of round trips per year	24
Estimated time per round trip (hours)	1.5
Locomotive horsepower	1,200
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$2,039
Average revenue per carload	$170	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	17,381	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	5,257	
Cost incurred beyond the branch line	2,009	
Total variable (avoidable) cost		24,647
Net contribution (loss): total		(22,608)
Average per carload		(1,884)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 900 crossties (an average of 474 crossties per mile).

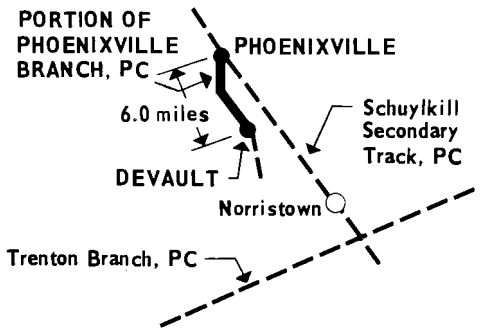
Preliminary Recommendation

It is *not* recommended that the Frazer Running Track, West Chester Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $22,608 or $1,884 per carload. Recovery of costs would require approximately a one hundred and ten-fold increase in traffic or a 1,108 percent rate increase over the 1973 levels.

PORTION OF PHOENIXVILLE BRANCH

USRA Line No. 173a

Penn Central



This portion of the Phoenixville Branch formerly part of the Pennsylvania RR, extends from *Phoenixville* (Milepost 0.0) to *Devault, Pa.* (Milepost 6.0), a distance of *6.0 miles*, in Chester County, Pa.

At Devault, a continuation of this line extends southward for a short distance, and is also under study in this report. This line also connects with the PC Schuylkill Secondary Track at Phoenixville, also under study in this report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 66).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Devault	4,498
Total carloads generated by the line	4,498
Average carloads per week	86.5
Average carloads per mile	749.7
Average carloads per train	18.7
1973 operating information:	
Number of round trips per year	240
Estimated time per round trip (hours)	4.0
Locomotive horsepower	2,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled

"The Public Response to the Secretary of Transportation's Rail Service Report."

Correspondence from Edward E. Chaney, Martin Marietta Corp., indicates they have a firm contract to supply Harbison and Walker Refractories Co. with approximately 30,000 tons of stone per month and that they shipped 1,813 carloads in 1974. There are a total of five businesses located on this line.

Information for Line Retention Decision

Revenue received by PC		$964,841
Average revenue per carload	$215	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	168,843	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	625,918	
Total variable (avoidable) cost		794,761
Net contribution (loss): total		170,080
Average per carload	38	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

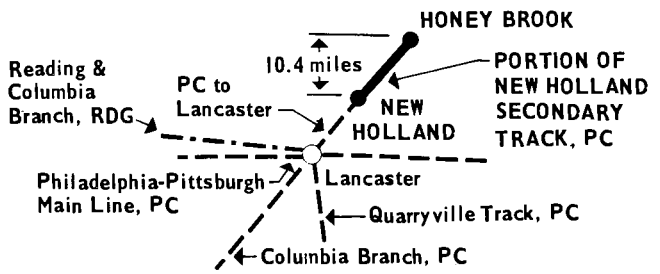
Recommendation

It is recommended that this portion of the Phoenixville Branch be included in the ConRail System.

PORTION OF NEW HOLLAND SECONDARY TRACK

USRA Line No. 175–176

Penn Central



This portion of the New Holland Secondary Track, formerly part of the Pennsylvania RR, extends from *Honey Brook* (Milepost 17.6) to *New Holland, Pa.* (Milepost 28.0), a distance of *10.4 miles*, in Chester and Lancaster Counties, Pa. A continuation of this line, also under study, extends southwestward from New Holland to Lancaster. This line was described as potentially excess in the U.S. DOT Report (see Zones 66 and 67).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Honey Brook	94
Narvon	356
Cedar Lane	140
East Earl	62
New Holland[1]	408
Total carloads generated by the line	1,060
Average carloads per week	20.4
Average carloads per mile	101.9
Average carloads per train	10.6
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	4.0
Locomotive horsepower	1,750
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that there are 19 businesses located on this line. Narvon Mines and Chemical, manufacturer of aluminum silicates used in pipeline enamels and water pollution control equipment, stated they shipped an estimated 384 carloads in 1973 and project future carloads to be 490. They stated operation would cease without rail service as did Redman Mobile Homes and D. G. Shelter Products. Redman shipped an estimated 80 carloads in 1973 and are projecting 320 carloads. D. G. Shelter projects 300–600 carloads. Robert Krause of the Mississippi Valley Implement Dealers Association, submitted correspondence to USRA and Penn Central stating they ship farm machines 11 feet wide and 12 feet long that are impossible to ship by truck.

Information for Line Retention Decision

Revenue received by PC		$415,376
Average revenue per carload	$391	
Variable (avoidable) cost of continued service:		
Cost incurred on the Branch Line	126,778	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	11,438	
Cost incurred beyond the branch line	263,558	
Total variable (avoidable) cost		401,774
Net contribution (loss): total		13,602
Average per carload	13	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 880 crossties (an average of 85

crossties per mile). There is ample evidence of future traffic growth by firms on this line.

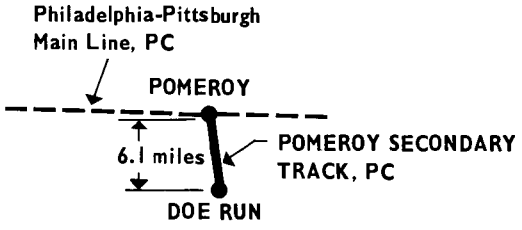
Recommendation

It is recommended that this portion of the New Holland Secondary Track be included in the ConRail System.

POMEROY SECONDARY TRACK

USRA Line No. 177

Penn Central



The Pomeroy Secondary Track, formerly part of the Pennsylvania RR, extends from *Pomeroy* (Milepost 0.0) to *Doe Run, Pa.* (Milepost 6.1), a distance of *6.1 miles*, in Chester County, Pa. This line connects with the Philadelphia-Pittsburgh Line at Pomeroy. This line was not shown in the U.S. DOT Report (see Zone 66).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:		
Doe Run	238	
Buck Run	278	
Pomeroy[1]	20	
Total carloads generated by the line		536
Average carloads per week	10.3	
Average carloads per mile	87.9	
Average carloads per train	3.6	
1973 operating information:		
Number of round trips per year		150
Estimated time per round trip (hours)		2.5
Locomotive horsepower		1,750
Train crew size		4

[1] Includes only shippers on this segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." The USRA identified one shipper at Pomeroy, one shipper at Buck Run and five shippers at Doe Run.

Information for Line Retention Decision

Revenue received by PC		$153,506
Average Revenue per carload	$286	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	73,098	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrade cost)	15,646	
Cost incurred beyond the branch line	123,225	
Total variable (avoidable) cost		211,969
Net contribution (loss): total		(58,463)
Average per carload	(109)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,100 crossties (an average of 344 crossties per mile).

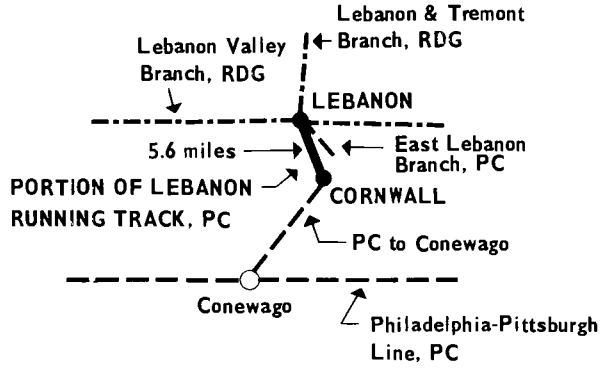
Preliminary Recommendation

It is *not* recommended that the Pomeroy Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $58,463 or $109 per carload. Recovery of costs would require approximately a two-fold increase in traffic or a 40 percent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone, will *not* make the line viable.

PORTION OF LEBANON RUNNING TRACK

USRA Line No. 180

Penn Central



This portion of the Lebanon Running Track, formerly part of the Pennsylvania RR, extends from *Cornwall* (Milepost 16.1), to *Lebanon, Pa.* (Milepost 21.7), a distance of *5.6 miles* in Lebanon County, Pa.

This line is in Zone 82 in the U.S. Department of Transportation Report, "Rail Service in the Midwest and Northwest Region," dated February 1, 1974. A continuation of this line extends southwestward from Cornwall to Conewago (also under study in this Report). This line connects with the Reading Company's Lebanon Valley Branch at Lebanon and with the Lebanon & Tremont Branch at Lebanon (also under study). This line also connects with the East Lebanon Branch of the PC at Lebanon (also under study as potentially excess). This PC line is out of service because of flood damage in June 1972; service is being provided by the Reading Company. This line was not described as potentially excess in the U.S. DOT Report (see Zone 82).

Information for Line Retention Decision

At this time, PC cannot serve the shipper on this line owing to flood damage. The shippers are receiving and will continue to receive service from the Reading.

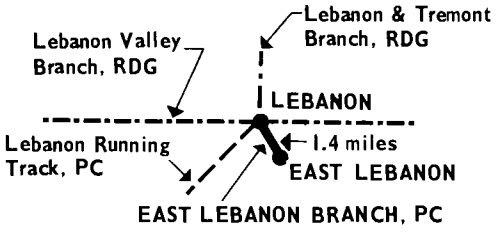
Recommendation

It is *not* recommended that this portion of the Lebanon Running Track be included in the ConRail System.

EAST LEBANON BRANCH

USRA Line No. 181

Penn Central



The East Lebanon Branch, formerly part of the Pennsylvania RR, extends from *Lebanon* (Milepost 0.0), to *East Lebanon, Pa.* (Milepost 1.4), a distance of *1.4 miles*, in Lebanon County, Pa. This line connects with the PC Lebanon Running Track near Lebanon (also under study in this Report). It also connects with the Reading Company's Lebanon Valley Branch and Lebanon & Tremont Branch of the Reading at Lebanon, the latter also under study in this Report. This line was not shown in the U.S. DOT Report (see Zone 82).

Information for Line Retention Decision

At this time, the shippers on this line are being served by the Reading. Flood damage prevents PC service. The shippers will continue to receive service from the Reading.

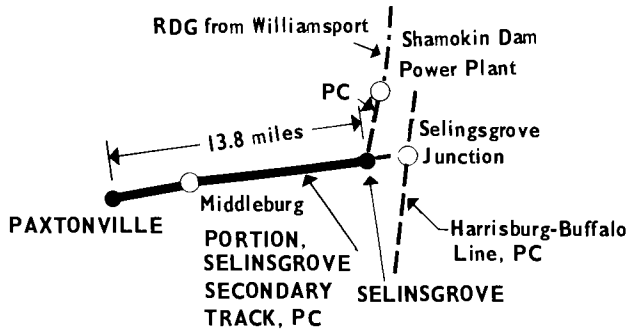
Recommendation

It is *not* recommended that the East Lebanon Branch be included in the ConRail System.

PORTION OF SELINSGROVE SECONDARY

USRA Line No. 185/186

Penn Central



This portion of the Selinsgrove Secondary Track, formerly part of the Pennsylvania RR, extends from *Paxtonville* (Milepost 30.1) to *Selinsgrove, Pa.* (Milepost 43.9), a distance of *13.8 miles*, in Snyder County, Pa. A continuation of this line extends eastward to Selinsgrove Junction where it connects with the PC Harrisburg-Buffalo line. The PC applied in June, 1973 for permission to abandon the portion of this line from Paxtonville to Middleburg (ICC Docket AB–5, Sub 166). No action has been taken on this application. This line was described as potentially excess in the U.S. DOT Report (see Zone 82).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Selinsgrove[1]	216
Clifford	5
Kreamer	218
Middleburg	263
Paxtonville	31
Total carloads generated by the line	733
Average carloads per week	14.1
Average carloads per mile	50.6
Average carloads per train	2.5
1973 operating information:	
Number of round trips per year	296
Estimated time per round trip (hours)	12.0
Locomotive horsepower	2,000
Train crew size	4

[1] Includes only shippers on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled

"The Public Response to the Secretary of Transportation's Rail Service Report." Pennsylvania's response to the DOT report estimated that truck service would cost area shippers an additional $200,000 per year. The Central Susquehanna Valley Chamber of Commerce claimed 570 carloads in 1973 and project a future need for 750 rail cars. Kreamer Feed Store has recently built a $400,000 addition. Local unemployment would rise 25% with loss of rail service. USRA staff reports two industrial sites with a total of 195 acres are available along this line.

Information for Line Retention Decision

Revenue received by PC		$348, 236
Average revenue per carload	$475	
Variable (Avoidable) Cost of Continued Service:		
Cost incurred on the branch line	298, 025	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	45, 671	
Cost incurred beyond the branch line	243, 360	
Net contribution (loss): Total		587, 056
Net contribution (loss): Total		(238,820)
Average per carload	(326)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 5250 crossties (an average of 362 crossties per mile).

Information received from Penn Central indicates an active coal consumer on this line.

Although service to the entire line generates a loss, service to the line from Milepost 43.9 to Milepost 37.0 (serving shippers at Selinsgrove, Clifford and Kreamer generated 439 carloads in 1973) would generate $174,-738 in revenue and $170,950 in costs with a resulting net contribution of $3,788 or $9 per carload.

Recommendation

It is recommended that the portion of the Selinsgrove Secondary Track *from milepost* 43.9 to *milepost* 37.0 be included in the ConRail System.

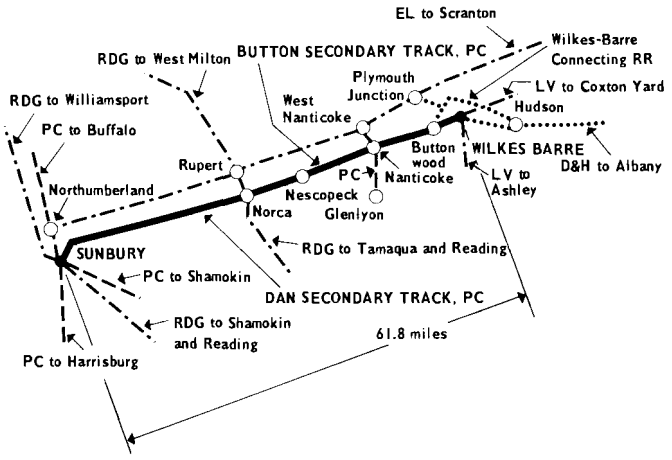
Preliminary Recommendation

It is *not* recommended that the portion of the Selinsgrove Secondary Track from *milepost* 37.0 to *milepost* 30.1 be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $242,608 or $823 per carload. Recovery of costs would require approximately a five-fold increase in traffic or a 140 percent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone, will *not* make the line viable.

BUTTON AND DAN SECONDARY TRACKS

USRA Line No. 192/192a/192b

Penn Central



The Button and Dan Secondary Tracks, (sometimes called the Buttonwood Line) formerly part of the Pennsylvania RR, extend from *Sunbury* (Milepost 1.0) to *Wilkes-Barre, Pa.* (Milepost 62.8), a distance of *61.8 miles*, in Northumberland, Montour, Columbia and Luzerne Counties, Pa. This line connects at Sunbury with the Harrisburg-Buffalo line and the Shamokin Secondary Track of the PC. The Shamokin Secondary Track is also under study in this Report. At Norca, this line is intersected by the Catawissa Branch of the Reading to West Milton and Tamaqua, which is also under study in this Report. At Nanticoke, the line connects with the Glenlyon Branch of the PC, also under study in this Report. At Wilkes-Barre the line connects with the LV line to Coxton, and with the Wilkes-Barre Connecting Railroad (jointly owned by the PC and D&H). The Wilkes-Barre Connecting Railroad is also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zones 72 and 82).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

S. Danville	820
Catawissa Junction	0
Catawissa	7
East Bloomsburg	0
Creasy	0

Nescopeck	35
Wapwallopen	2
Retreat	2
Honey Pot	0
Nanticoke	1
Buttonwood	0
Wilkes-Barre	137
Total carloads generated by the line	1,004
Average carloads per week	19.3
Average carloads per mile	1.6
Average carloads per train	3.5
1973 operating information:	
Number of round trips per year	290
Estimate time per round trip (hours)	12
Locomotive horsepower	2,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$614,446
Average revenue per carload	$612	
Variable (avoidable) cost of continued service:		
Cost incurred on branch line	610,538	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	303,689	
Total variable (avoidable) cost		914,227
Net contribution (loss): total		(299,781)
Average per carload	(299)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). An evaluation of coal reserves by USRA staff indicates this line is currently used as a through route for coal shipments.

Recommendation

Although service to this entire line generates a loss, service between Milepost 1.0 to Milepost 10.2 (serving shippers at South Danville) would generate $545,155 and $339,931 costs with a resulting net contribution of $206,124.

It is recommended that the portion of the Button and Dan Secondary Tracks from Milepost 1.0 to 10.2 be included in the ConRail System.

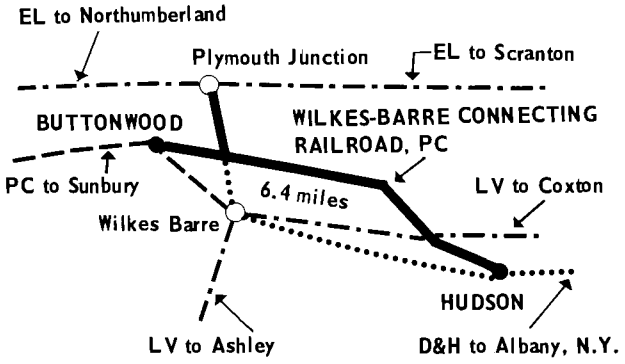
Preliminary Recommendation

It is not recommended that the portion of the Button and Dan Secondary Tracks between 10.2 and 61.8 be included in the ConRail System. Through service is recommended via the present Lehigh Valley line to Allentown with D&H being granted trackage rights to Allentown (see Chap. 3).

WILKES-BARRE CONNECTING RAILROAD

USRA Line No. 192c

Penn Central (and Delaware & Hudson)



The Wilkes-Barre Connecting Railroad extends from *Buttonwood* (Milepost 0.0) to *Hudson, Pa.* (Milepost 6.4), a distance of *6.4 miles*, in Luzerne County, Pennsylvania. The Wilkes-Barre Connecting Railroad is jointly owned by the Penn Central and Delaware & Hudson Railroads on a 50–50 basis. It provides a "bridge" for interchange between the two railroads. At Buttonwood this line connects with the Button Secondary Track of the PC, which is also under study in this Report. At Hudson, the line connects with the Delaware & Hudson RR to Scranton. This line was not described as potentially excess in the U.S. DOT Report (see Zone 72).

Information Provided by RSPO, Shippers, Government Agencies

No information was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled, "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

This track is not necessary for ConRail's operation. Local shippers can still be served by the D&H. Interchange between the D&H and ConRail can still take place at Wilkes-Barre with freight then moving via the Lehigh Valley route to Allentown, and the Reading route to Harrisburg.

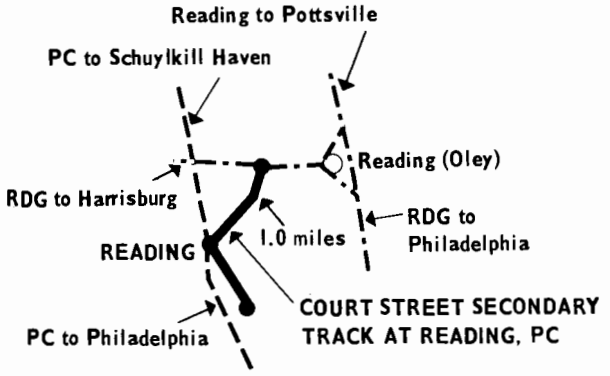
Preliminary Recommendation

It is *not* recommended that the Wilkes-Barre Connecting Railroad be included in the ConRail System.

COURT STREET SECONDARY TRACK

USRA Line No. 194

Penn Central



The Court Street Secondary Track, formerly part of the Pennsylvania RR, extends from Milepost 0.0 to Milepost 1.0, a distance of *1.0 miles*, at *Reading* in Berks County, Pa. This line has been used as an interchange track with the Reading RR. It connects with the Schuylkill Secondary Track of the Penn Central at Reading (also under study in this Report). This line was not described as potentially excess in the U.S. DOT Report (see Zone 68).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

This line does not directly serve any shippers. It is used to interchange traffic with the Reading.

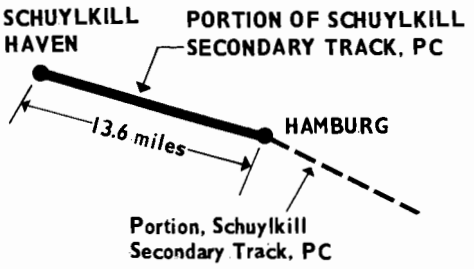
Preliminary Recommendation

It is *not* recommended that the Court Street Secondary Track be included in the ConRail System.

PORTION OF SCHUYLKILL SECONDARY TRACK

USRA Line No. 196

Penn Central



This portion of the Schuylkill Secondary Track, formerly part of the Pennsylvania RR, extends from *Hamburg* (Milepost 76.9) to *Schuylkill Haven* (Milepost 90.5), a distance of *13.6 miles*, in Schuylkill and Berks Counties, Pennsylvania. This line continues southeastward from Hamburg (which sector is also under study in this report). This line was not described as potentially excess in the U.S. DOT Report. (See Zones 68 and 82).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Auburn	94
Schuylkill Haven	92
Total carloads generated by the line	186
Average carloads per week	3.6
Average carloads per mile	13.7
Average carloads per train	1.8
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	6
Locomotive horsepower	1,200
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$98,163
Average revenue per carload	$528	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	126,021	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	6,791	
Cost incurred beyond the branch line	71,485	
Total variable (avoidable) cost		204,297
Net contribution (loss): total		(106,134)
Average per carload	(571)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,000 crossties (an average of 74 crossties per mile).

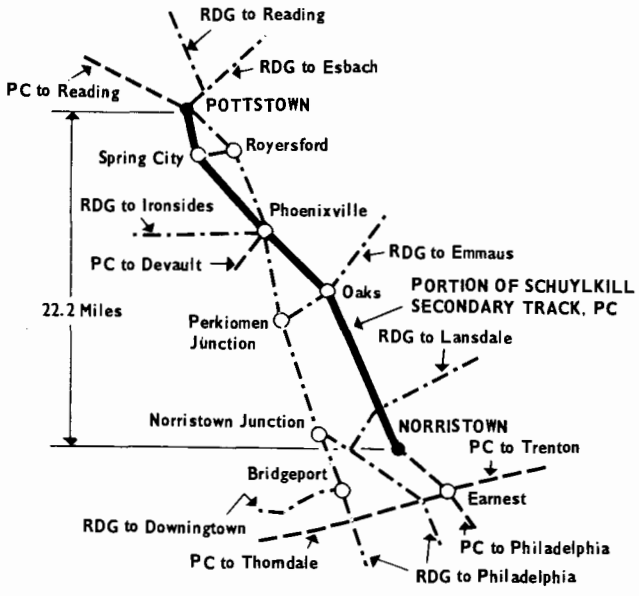
Preliminary Recommendation

It is *not* recommended that this portion of the Schuylkill Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $106,134 or $571 per carload. Recovery of costs would require approximately a four-fold increase in traffic or a 110 percent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone, will *not* make the line viable.

PORTION OF THE SCHUYLKILL SECONDARY TRACK

USRA Line No. 197

Penn Central



This portion of the Schuylkill Secondary Track, formerly part of the Pennsylvania RR, extends from *Norristown* (Milepost 18.1) to *Pottstown, Pa.* (Milepost 40.3), a distance of *22.2 miles*, in Chester and Montgomery Counties, Pennsylvania. A continuation of this line extends northwestward from Pottstown, which is also under study in this Report. Connections include: the Reading Perkiomen Branch at Oaks and the PC Phoenixville Branch at Phoenixville. This line was not described as potentially excess in the U.S. DOT Report (see Zone 66).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Betzwood	83
Oaks	464
Port Providence	631
Phoenixville	3,350
Cromby	241
Royersford-Spring City	302
Pennhurst	0
Parker Ford	183
Linfield	1
Pottstown	7,057
Total carloads generated by the line	12,312
Average carloads per week	232.5
Average carloads per mile	544.5
Average carloads per train	21.6
1973 Operating Information:	
Number of round trips per year	560
Estimated time per round trip (hours)	10.5
Locomotive horsepower	2,000
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." Mr. C. C. Cory, Firestone, wrote to the ICC stating that Firestone generated 6,569 carloads to and from their Pottstown facility.

Information for Line Retention Decision

Revenue received by PC		$5,732,337
Average revenue per carload	$474	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	775,536	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	47,728	
Cost incurred beyond the branch line	3,235,681	
Total variable (avoidable) cost		4,058,945
Net contribution (loss): total		1,673,392
Average per carload	138	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 6,840 crossties (an average of 308 crossties per mile).

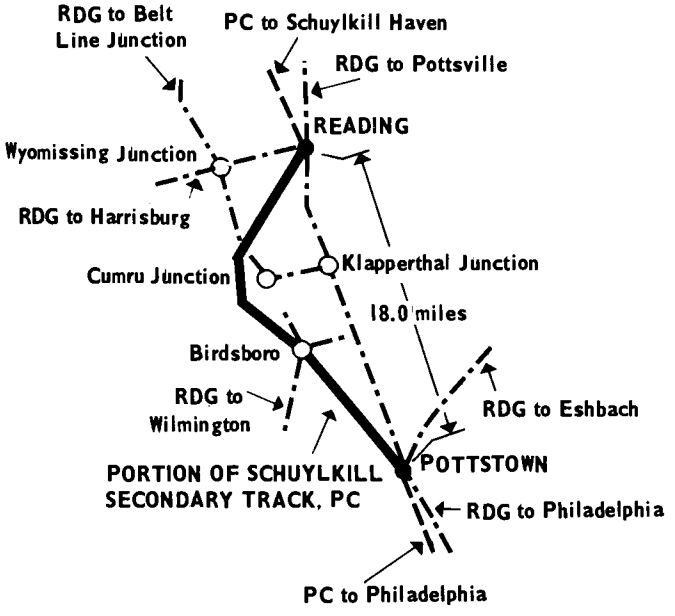
Recommendation

It is recommended that service to shippers on this portion of the Schuylkill Secondary Track be included in the ConRail System. While ConRail will provide service to the stations and industries on this line segment, there is a parallel line (the RDG). Segments of this line not required to serve customers may be removed.

PORTION OF THE SCHUYLKILL SECONDARY TRACK

USRA Line No. 197a

Penn Central



This portion of the Schuylkill Secondary Track, formerly part of the Pennsylvania RR, extends from *Pottstown* (Milepost 40.3), to *Reading, Pa.* (Milepost 58.3), a distance of *18.0* miles, in Berks and Montgomery Counties, Pennsylvania. A continuation of this line extends northwestward from Reading and southeastward from Pottstown; which are also under study in this Report. Connections include: the Reading Wilmington & Northern Branch at Birdsboro, and the Reading Lebanon Valley Branch, East Pennsylvania Branch, and Philadelphia-Pottsville line at Reading. This line was not described as potentially excess in the U.S. DOT Report (see Zones 66 and 68).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Stowe	20
Monocacy	7
Birdsboro	683
Reading	3,499
Total carloads generated by the line	4,209
Average carloads per week	80.9
Average carloads per mile	233.8
Average carloads per train	16.2
1973 operating information:	
Number of round trips per year	260
Estimated time per round trip (hours)	10.5
Locomotive horsepower	4,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$2,169,091
Average revenue per carload	$515	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	460,441	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	38,359	
Cost incurred beyond the branch line	1,159,900	
Total variable (avoidable) cost		1,658,700
Net Contribution (loss): total		510,391
Average per carload	121	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total 5,580 crossties (an average of 310 crossties per mile).

Recommendation

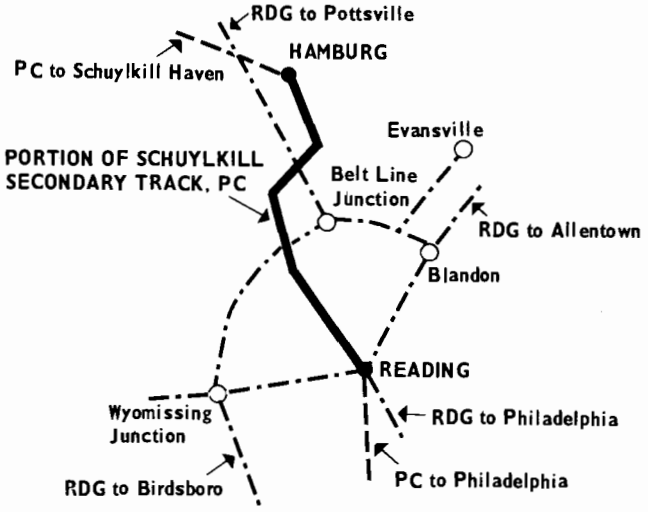
It is recommended that service to shippers on this portion of the Schuylkill Secondary Track be included in the ConRail System. While ConRail will provide service to the stations and industries on this line segment, there is a parallel line (the RDG). Segments of this line not required to serve customers may be removed.

PORTION OF THE SCHUYLKILL SECONDARY TRACK

USRA Line No. 197b

Penn Central

This portion of the Schuykill Secondary Track, formerly part of the Pennsylvania RR, extends from *Reading* (Milepost 58.3), to *Hamburg, Pa.* (Milepost 76.9), a distance of *18.6 miles*, in Berks County, Pennsylvania. A continuation of this line extends northwestward from Hamburg and southeastward from Reading, which are also under study in this Report. Connections include: The Reading, East Pennsylvania Branch, Lebanon Valley Branch and Philadelphia-Pottsville line at Reading. A portion of this line was



described as potentially excess in the U.S. DOT Report (see Zone 68).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Temple	207
Leesport	209
Shoemakersville	192
Hamburg	40
Total carloads generated by the line	1,048
Average carloads per week	19.4
Average carloads per mile	54.2
Average carloads per train	11.2
1973 operating information:	
Number of round trips per year	90
Estimated time per round trip (hours)	9.0
Locomotive horsepower	1,200
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Agway, Inc., projected 40–50 carloads; Hustings Pavement Co. estimated 204 carloads in 1973; Glen-Gery Corp. estimated 175 carloads in 1973 and projects 350 carloads. Pennsylvania's response indicates a producer of copper and brass tubing (Reading Metals Refining) has shipped and received an average of 60 carloads per month and projects 105–150 carloads per month due to increased demand for these products.

Information for Line Retention Decision

Revenue received by PC		$411,652
Average revenue per carload	$408	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	189,183	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	44,523	
Cost incurred beyond the branch line	340,851	
Total variable (avoidable) cost		574,557
Net contribution (loss): total		(162,905)
Average per carload		(162)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 5,580 crossties (an average of 300 crossties per mile).

The Glen-Gery Corp. has proposed that Reading customers, who are located close to Temple, be served by a short line railroad and that through service to Hamburg be maintained on the PC track. Algonquin Chemical agreed with this proposal. Glen-Gery Corp. and General Battery Corp. are planning, or have undertaken, expansion programs which will increase their rail usage and employment.

Preliminary Recommendation

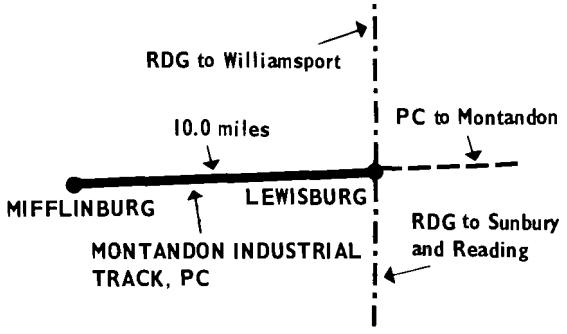
Although the preliminary recommendation is that this portion of the Schuylkill Secondary Track not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $162,905 or $162 per carload. Recovery of costs would require approximately a 233 percent increase in traffic or a 40 percent rate increase over the 1973 levels. Also ConRail may provide service to some stations and industries on this line segments from a parallel line (the RDG).

MONTANDON INDUSTRIAL TRACK

USRA Line No. 201

Penn Central

The Montandon Industrial Track, formerly part of the Pennsylvania RR, extends from *Lewisburg* (Milepost 1.6), to *Mifflinburg, Pa.* (Milepost 11.6), a distance of *10.0 miles*, in Union County, Pennsylvania. The Montandon Industrial Track continues eastward to Montandon. At Lewisburg, the line is intersected by the Shamokin, Sunbury & Lewisburg Branch of the Reading. This line was described as potentially excess in the U.S. DOT Report (see Zone 82).



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Lewisburg [1]	417
Vicksburg	1
Mifflinburg	449
Total carloads generated by the line	867
Average carloads per week	16.6
Average carloads per mile	86.4
Average carloads per train	8.3
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	8.0
Locomotive horsepower	1,200
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Penn DOT showed this line generated 1,682 rail cars per year. Yorktowne Kitchens estimated 291 carloads in 1973 and projected 725. They have begun construction of a $750,000 improvement to this plant. Mifflinburg Farmers Exchange estimated 50 carloads in 1973 and projected 60 carloads. Pa.'s response indicates Yorktowne Kitchens is also preparing a new rail siding which will cost $30,000. Wickes Homes indicated loss of 150 jobs with loss of rail service.

Information for Line Retention Decision

Revenue received by PC		$338,926
Average revenue per carload	$392	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	143,151	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	15,218	
Cost incurred beyond the branch line	214,171	
Total variable (avoidable) cost		372,540
Net contributions (loss): total		(33,614)
Average per carload	(39)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 900 crossties (an average of 90 crossties per mile).

Although this entire line generates a loss, a 25 percent increase in traffic or a 10 percent rate increase over 1973 levels would enable financial self-sufficiency.

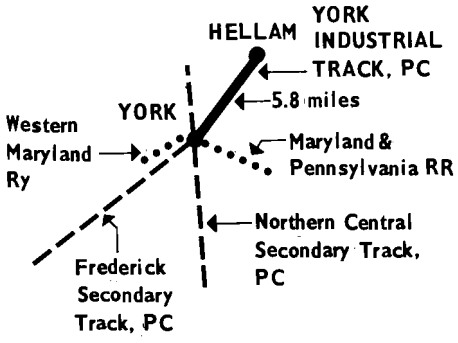
Recommendation

It is recommended that the Montandon Industrial Track be included in the ConRail System.

YORK INDUSTRIAL TRACK

USRA Line No. 202

Penn Central



The York Industrial Track, formerly part of the Pennsylvania RR, extends from *York* (Milepost 7.0) to *Hellam, Pa.* (Milepost 12.8), a distance of *5.8 miles*, in York County, Pa. This line connects with the Penn Central Northern Central Secondary Track at York (also under study in this Report). It also connects with the Penn Central Frederick Secondary Track at York, and the Maryland & Pennsylvania Railroad at York. This line was described as potentially excess in the U.S. DOT Report (see Zone 83).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
York [1]	985
Total carloads generated by the line	985
Average carloads per week	18.9
Average carloads per mile	169.8
Average carloads per train	6.6
1973 Operating Information:	
Number of round trips per year	150
Estimated time per round trip (hours)	4.0
Locomotive horsepower	1,000
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that York-Shipley Company manufactures machinery weighing over 30 tons and has no alternative to shipping by rail. Correspondence submitted to USRA from Dennis E. Willman of York Container states that this company receives approximately 32 carloads of material per month. There is extensive industrial development along the line.

Information for Line Retention Decision

Revenue received by PC		$308,557
Average revenue per carload	$313	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	112,933	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	10,314	
Cost incurred beyond the branch line	244,762	
Total variable (avoidable) cost		368,009
Net contribution (loss): total		(59,452)
Average per carload	(60)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 1,840 crossties (an average of 317 crossties per mile).

Available information indicates that development of an industrial park along this line may greatly increase the traffic on this line in the near future.

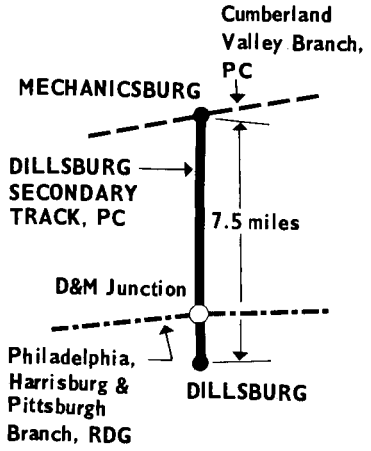
Preliminary Recommendation

Although the preliminary recommendation is that the York Industrial Track be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenues, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $59,452 or $60 per carload. Recovery of costs would require approximately a 90 percent increase in traffic or a 20 percent rate increase over the 1973 levels.

DILLSBURG SECONDARY TRACK

USRA Line No. 203

Penn Central



The Dillsburg Secondary Track, formerly part of the Pennsylvania RR, extends from *Mechanicsburg* (Milepost 8.9) to *Dillsburg, Pa.* (Milepost 16.4), a distance of *7.5 miles*, in Cumberland and York Counties, Pa. This line connects with the Penn Central Cumberland Valley Branch at Mechanicsburg. This line was described as potentially excess in the U.S. DOT Report (see Zones 81 and 83).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Dillsburg	220
Total carloads generated by the line	220
Average carloads per week	4.2
Average carloads per mile	29.3
Average carloads per train	2.1
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	6
Locomotive horsepower	1,750
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicates that this line primarily serves agricultural products and lumber. Allied Mills (grain) and J. H. Rearick Co. (lumber) projected future growth of 300 carloads. Testimony also indicated that abandonment of this line might cause two businesses to shut down with a resulting loss of 29 jobs.

Information for Line Retention Decision

Revenue received by PC		$95,612
Average revenue per carload	$435	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	92,464	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	68,283	
Total variable (avoidable) cost		160,747
Net contribution (loss): Total		(65,135)
Average per carload	(341)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.).

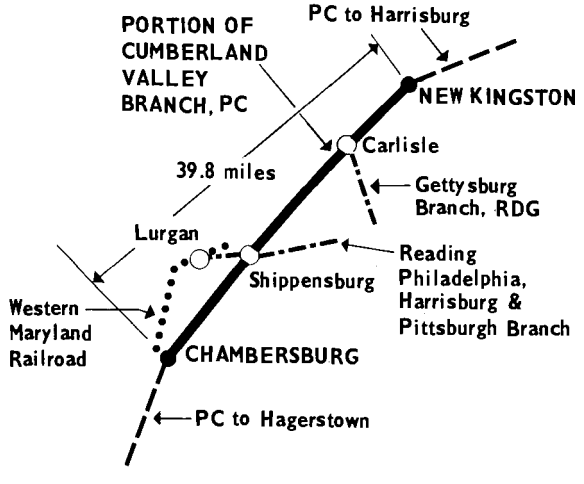
Preliminary Recommendation

It is *not* recommended that the Dillsburg Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $65,135 or $341 per carload. Recovery of costs would require approximately a 240 percent increase in traffic or an 80 percent rate increase over the 1973 levels.

PORTION OF CUMBERLAND VALLEY BRANCH

USRA Line No. 204

Penn Central



This portion of the Cumberland Valley Branch, formerly part of the Pennsylvania RR, extends from *New Kingston* (Milepost 11.8) to *Chambersburg, Pa.* (Milepost 51.6), a distance of *39.8 miles*, in Franklin and Cumberland Counties, Pennsylvania. At New Kingston, this line continues eastward to Harrisburg, at Chambersburg it continues southward to Hagerstown, Maryland which is also under study in this Report. This line connects with the Western Maryland Railroad at Chambersburg. It also connects with the Western Maryland Railroad and the Reading's Philadelphia, Harrisburg & Pittsburgh Branch at Shippensburg. This line connects with the Gettysburg Branch of the Reading at Carlisle, a line also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 80 and 81).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
New Kingston[1]	608
Middlesex	28
Gettysburg Junction	0
Carlisle	2,394
Greason	0
Newville	0
Shippensburg	172
Mt. Holly Springs	97
Chambersburg[1]	645
Total carloads generated by the line	3,944
Average carloads per week	75.8
Average carloads per mile	99.1
Average carloads per train	13.1
1973 operating information:	
Number of Round trips per year	300
Estimated time per round trip (hours)	6
Locomotive horsepower	6,000
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Pennsylvania Public Utilities Commission reported that the line generated an annual volume of 125 cars per mile. Pet, Inc. (frozen foods) shipped an estimated 105 carloads in 1973 and is projecting 120 in the future; Cumberland Valley Cooperative (grain, feed) estimated 200 carloads and is projecting 400 carloads; Newville Builders (lumber) shipped 2 carloads in 1973 and project 52 carloads; C. H. Masland & Sons (jute and polyethylene) estimated 1,435 in 1973 and is the county's largest employer. If rail service is lost, this company will eliminate 1,100 jobs. Pa.'s response indicates Cumberland Valley Coop. is presently constructing a $1½ million new facility near Shippensburg.

Information for Line Retention Decision

Revenue received by PC		$1,399,300
Average revenue per carload	$355	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	601,899	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	1,006,960	
Total variable (avoidable cost		1,608,854
Net contribution (loss): total		(209,554)
Average per carload	(58)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). An evaluation of coal reserves by USRA Staff indicates that this line is currently used as a high volume through-route for coal shipments. A possibility for an alternate route would be the Reading between Shippensburg and Harrisburg.

Although this line generated a loss of $209,554, it is required to serve segment 204a which generated a net contribution of $1,584,571.

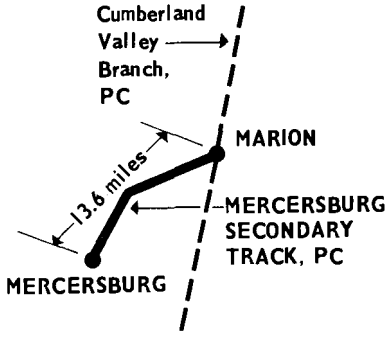
Recommendation

It is recommended that service to shippers on this portion of the Cumberland Valley Branch be included in the ConRail System. While all of the industries will continue to be served, some portions of the line may be removed and traffic served from the parallel Reading line.

MERCERSBURG SECONDARY TRACK

USRA Line No. 206

Penn Central



The Mercersburg Secondary Track, formerly part of the Pennsylvania RR, extends from *Marion* (Milepost 59.1) to *Mercersburg, Pa.* (Milepost 72.7), a distance of *13.6 miles*, in Franklin County, Pa. This line connects with the Cumberland Valley Branch of the Penn Central at Marion (S. Penn Jct.) also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 80).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Williamson	97
Lehmasters	30
Mercersburg	160
Marion	0
Total carloads generated by the line	287
Average carloads per week	5.5
Average carloads per mile	21.1
Average carloads per train	3.8
1973 operating information:	
Number of round trips per year	75
Estimated time per round trip (hours)	5.0
Locomotive horsepower	2,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicates that the Penn DOT reported the line generated 91 rail cars per mile per year, but PUC estimated it generated only 42 cars per mile. Several companies are planning on expansions: Huntington Creek Corp., PBS Coal, Shirley-Ayr Farms, and Loewengart Co. Many of Loewengart's suppliers ship only by rail and the company would be unable to obtain raw materials without rail service.

Information for Line Retention Decision

Revenue received by PC		$139,733
Average revenue per carload	$487	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	126,951	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	95,634	
Total variable (avoidable) cost		222,585
Net contribution (loss): total		(82,852)
Average per carload	(289)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

An evaluation of coal reserves by USRA and Penn Central staff indicates there are broken coal seams in the area which are not economical to process.

Preliminary Recommendation

It is *not* recommended that the Mercersburg Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $82,852 or $289 per carload. Recovery of costs would require approximately a two-fold increase in traffic or a 60 percent rate increase over the 1973 levels.

PORTION OF MILROY SECONDARY TRACK

USRA Line No. 208

Penn Central

This portion of the Milroy Secondary Track, formerly part of the Pennsylvania RR, extends from *Yeagertown* (Milepost 3.9) to *Reedsville, Pa.* (Milepost 5.8), a distance of *1.9 miles*, in Mifflin County, Pa. A continuation of this line extends southward to Lewistown and northward to Milroy (both of which are also under study in this Report). This line was described as potentially excess in the U.S. DOT Report (see Zone 80).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Reedsville	7
Milroy	0
Total carloads generated by the line	7
Average carloads per week	0.1
Average carloads per mile	3.7
Average carloads per train	0.5
1973 Operating information:	
Number of round trips per year	14
Estimated time per round trip (hours)	1.5
Locomotive horsepower	1,750
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$2,181
Average revenue per carload	$312	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	3,933	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	2,727	
Cost incurred beyond the branch line	1,551	
Total variable (avoidable) cost		8,211
Net contribution (loss): total		(6,030)
Average per carload	(861)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 1,200 crossties (an average of 600 crossties per mile).

Preliminary Recommendation

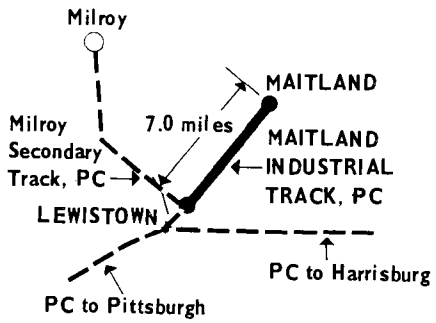
It is *not* recommended that this portion of the Milroy Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $6,030 or $861 per carload. Recovery of costs would require approximately a ten-fold increase in traffic or 275 percent rate increase over the 1973 levels.

MAITLAND INDUSTRIAL TRACK

USRA Line No. 209

Penn Central

The Maitland Industrial Track, formerly part of the Pennsylvania RR, extends from *Lewistown* (Milepost 0.0) to *Maitland, Pa.* (Milepost 7.0), a distance of *7.0 miles*, in Mifflin County, Pa. This line connects with the Penn Central Milroy Secondary Track at Lewistown (also under study in this Report) and with the PC's Philadelphia-Pittsburgh line, on the south side of the Juniata River. This line was described as potentially excess in the U.S. DOT Report (see Zone 80).



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Maitland	390
Total carloads generated by the line	390
Average carloads per week	7.5
Average carloads per mile	55.7
Average carloads per train	5.6
1973 operating information:	
Number of round trips per year	70
Estimated time per round trip (hours)	2.5
Locomotive horsepower	1,200
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Sitken Industries, a smelting company, is expanding and uses rail freight for some of its shipments.

Information for Line Retention Decision

Revenue received by PC		$205,743
Average revenue per carload	$528	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	67,342	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	34,372	
Cost incurred beyond the branch line	94,828	
Total variable (avoidable) cost		196,542
Net contribution (loss): total		9,201
Average per carload	24	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 4,200 crossties (an average of 600 crossties per mile).

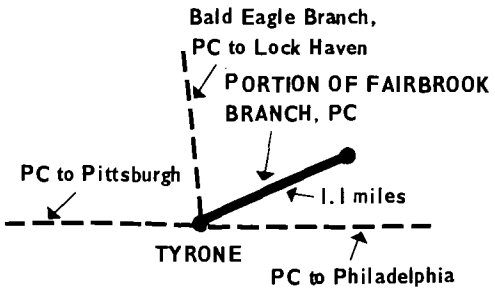
Recommendation

It is recommended that the Maitland Industrial Track be included in the ConRail System.

PORTION OF FAIRBROOK BRANCH

USRA Line No. 210

Penn Central



This portion of the Fairbrook Branch, formerly part of the Pennsylvania RR, extends from *Milepost 0.0* to Milepost 1.1, at *Tyrone, Pa.*, a distance of *1.1 miles* in Blair County, Pa. This small segment is the last portion of the Fairbrook Branch, as all but 1,175 feet have been removed. At Tyrone, this line connects with the PC Philadelphia-Pittsburgh line and the PC Bald Eagle Branch, both of which are under study in this Report. The Trustees of the Penn Central Transportation Company have filed for abandonment on Docket No. AB-5 Sub. 158 with the ICC. This line was not shown in the U.S. DOT Report (see Zone 79).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Tyrone [1]	40
Total carloads generated by the line	40
Average carloads per week	0.8
Average carloads per mile	200.0
Average carloads per train	1.7
1973 Operating information:	
Number of round trips per year	24
Estimated time per round trip (hours)	0.5
Locomotive horsepower	1,200
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." Information from PC staff indicates all but 1,175 feet of this track has been removed and the switch leading to the line relocated. At present there is nothing more than a siding being used by one patron, Tyrone Milling Co. Penn DOT is presently doing extensive highway work in the area which will require removal of a bridge and relocation of the patron at no expense to the patron. Also, the Corp of Army Engineers is planning on relocating Juniata River and

in so doing will take land from PC where Branch is presently located.

Information for Line Retention Decision

Revenue received by PC	$9,393
Average revenue per carload	$234
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	4,468
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	9,466
Cost incurred beyond the branch line	1,801
Total variable (avoidable) cost	15,735
Net conrtibution (loss): total	(6,342)
Average per carload	(158)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 550 crossties (an average of 500 crossties per mile).

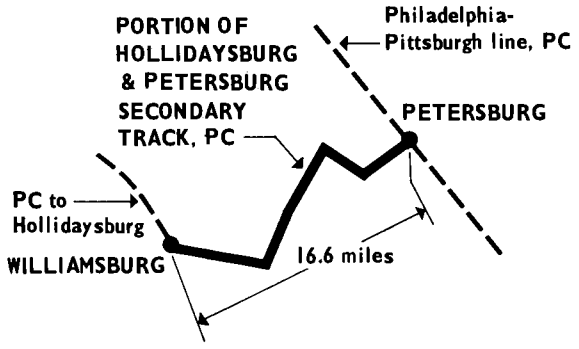
Preliminary Recommendation

It is *not* recommended that the Fairbrook Branch at Tyrone be included in the ConRail System.

PORTION OF HOLLIDAYSBURG AND PETERSBURG SECONDARY TRACK

USRA Line No. 212/212a

Penn Central



This portion of the Hollidaysburg and Petersburg Secondary Track, formerly part of the Pennsylvania RR, extends from *Petersburg* (Milepost 0.5) to *Williamsburg, Pa.* (Milepost 17.1) a distance of *16.6 miles*, in Blair and Huntingdon Counties, Pennsylvania. A continuation of this line extends westward from Williamsburg to Hollidaysburg. This line also connects with the Penn Central line at Petersburg. An application for abandonment of the portion of the line between Alexandria and Williamsburg has been filed with the ICC (Docket AB-5 Sub. 43). This line, except for the portion from the Huntingdon County line to Williamsburg, was described as potentially excess in the U.S. DOT Report (see Zones 79 and 80).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Alexandria	362
Horrell	0
Total carloads generated by the line	362
Average carloads per week	7.0
Average carloads per mile	21.8
Average carloads per train	3.5
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	3.5
Locomotive horsepower	1,200
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Westab-Blair Co. estimated 319 carloads in 1973 and projected 467 carloads, and Maryland Refractories Co. projected 150 carloads. Pa.'s response indicates one of the largest shippers on this line (Westab) receives 400 carloads annually and indicates if rail service is discontinued they will be forced to relocate. The line from Blair County line to Petersburg serves as an alternate route over the mountains when the mainline is out of service. Joseph S. Dewey testified on behalf of Moss-American Co., stating this company produces crossties for the railroads at Alexandria and relocation or closing of the yard would increase costs of doing business with the railroads. Robert A. Halloran, Southern Alleghenies Planning & Dev. Comm., testified that abandonment of Petersburg Branch would result in the loss of access to 90 million tons of basalt trap rock.

Information for Line Retention Decision

Revenue received by PC		$109,608
Average revenue per carload	$303	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	134,878	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	12,494	
Cost incurred beyond the branch line	68,325	
Total variable (avoidable) cost		215,697
Net contribution (loss): total		(106,089)
Average per carload	(293)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,500 crossties (an average of 151 crossties per mile).

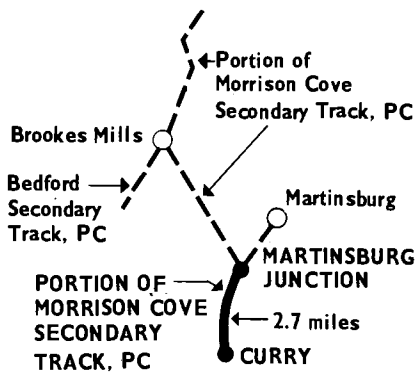
Preliminary Recommendation

Although the preliminary recommendation is that this portion of the Hollidaysburg and Petersburg Secondary Track not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $106,089 or $293 per carload. Recovery of costs would require approximately a 255 percent increase in traffic or a 95 percent rate increase over the 1973 levels.

PORTION OF MORRISON COVE SECONDARY TRACK

USRA Line No. 214

Penn Central



This portion of the Morrison Cove Secondary Track, formerly part of the Pennsylvania RR, extends from *Martinsburg Junction* (Milepost 21.5) to *Curry, Pa.* (Milepost 24.2), a distance of *2.7 miles*, in Blair County, Pennsylvania. Continuations of this line extend northward to Martinsburg, Brookes Mills and Hollidaysburg (also under study in this Report). This line was not shown in the U.S. DOT Report (see Zone 79).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Martinsburg Jct	0
Curry	157
Total carloads generated by the line	157
Average carloads per week	3.0
Average carloads per mile	58.2
Average carloads per train	2.2
1973 operating information:	
Number of round trips per year	70
Estimated time per round trip (hours)	1
Locomotive horsepower	1,200
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Agway Inc. (feed, fertilizer) shipped an estimated 158 carloads. Correspondence submitted to USRA staff by Keith Black, Agway Inc. at the Altoona hearings indicated they received 14,247 tons of feed, seed, and fertilizer from July 1972 to June 1973 with freight charges of $194,081. Mr. Black states "In the year 1972, 5 of the top 20 cows in the world were in Morrison's Cove or Curryville Area."

Information for Line Retention Decision

Revenue received by PC		$71,720
Average revenue per carload	$457	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	28,027	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	4,250	
Cost incurred beyond the branch line	45,106	
Total variable (avoidable) cost		77,383
Net contribution (loss): total		(5,663)
Average per carload	(36)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 729 crossties (an average of 270 crossties per mile).

Recommendation

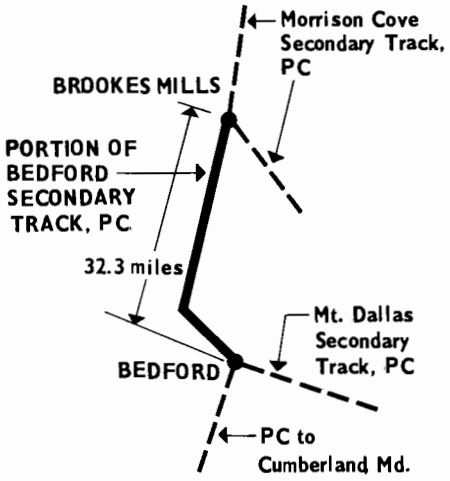
It is recommended that this portion of the Morrison Cove Secondary Track be included in the ConRail System.

PORTION OF BEDFORD SECONDARY TRACK

USRA Line No. 216

Penn Central

This portion of the Bedford Secondary Track, formerly part of the Pennsylvania RR, extends from



Brookes Mills (Milepost 14.2) to *Bedford, Pa.* (Milepost 46.5), a distance of *32.3 miles*, in Bedford and Blair Counties, Pa. This line connects with the Morrison Cove Secondary Track, of the Penn Central at Brookes Mills and with the Penn Central Mt. Dallas Secondary Track at Bedford. Both of these lines are under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zones 79 and 80).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
E. Freedom	16
Claysburg	402
Sproul	746
Queen	1
Osterberg	0
Fishertown	2
Bedford	1,194
Total carloads generated by the line	2,361
Average carloads per week	45.4
Average carloads per mile	73.1
Average carloads per train	9.4
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	9
Locomotive horsepower	1,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report," indicated that Agway Inc. estimated 36 carloads in 1973 and project 72 carloads. Hedstrom Co. estimated 471 carloads in 1973 and project 600 carloads. They state they'll close without rail service (employ 325 people). Mr. E. L. Tennyson, Penn DOT, states in correpondence there are 100 cars per mile per year and surveys project 5,000 cars per year in the future. Donald C. Gallagher, president, Bedford Development Council, states 837 carloads were received or shipped in Bedford in 1973. Also states they're in the process of developing two industrial sites at a cost of $200,000. Ellwood H. Spencer, General Refractories, stated at Altoona that they originated or terminated 955 carloads and loss of rail service would close their plant (425 employees). Daniel Stultz, Standard Register Co., stated at Pittsburgh hearings they shipped or received 358 cars in 1973.

Information for Line Retention Decision

Revenue received by PC		$894,579
Average revenue per carload	$379	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	400,346	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	576,522	
Total variable (avoidable) cost		976,868
Net contribution (loss): total		(82,289)
Average per carload	(35)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Although this line lost $82,289 or $35 per car in 1973, a 25 percent increase in traffic or a 9 percent rate increase would enable financial self sufficiency.

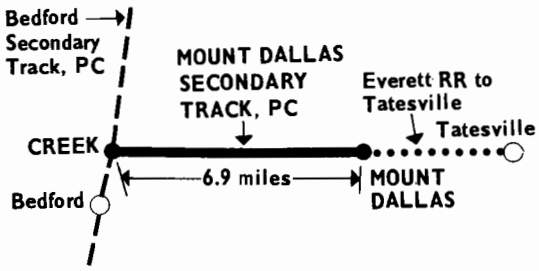
Recommendation

It is recommended that this portion of the Bedford Secondary Track be included in the ConRail System.

MOUNT DALLAS SECONDARY TRACK

USRA Line No. 218

Penn Central



The Mount Dallas Secondary Track, formerly part of the Pennsylvania RR, extends from *Creek* (Milepost 0.0) to *Mount Dallas, Pa.* (Milepost 6.9), a distance of *6.9 miles*, in Bedford County, Penn. At Bedford, this line connects with the Penn Central Bedford Secondary Track (also under study in this report). This line also connects with the Everett Railroad at Mount Dallas. This line was described as potentially excess in the U.S. DOT Report (see Zone 80).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Ashcom	5
Mount Dallas [1]	322
Total carloads generated by the line	327
Average carloads per week	6.3
Average carloads per mile	47.4
Average carloads per train	3.6
1973 operating information:	
Number of round trips per year	90
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,500
Train crew size	4

[1] Includes carloads interchanged with the Everett Railroad.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated the Pennsylvania PUC finds 75 cars generated per mile per year along this branch. Pennsylvania DOT says that 10 firms are served by the branch. USRA found that the Everett RR, a privately-owned switching railroad running from Mount Dallas to Tatesville, serves 3 firms: Everite Door Co., Central Chemical Co., and Van Hessen Co. This traffic is billed at Mount Dallas, Penn.

Information for Line Retention Decision

Revenue received by PC		$107,964
Average revenue per carload	$330	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	61,228	
Cost of upgrading branch line to FRA class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	84,242	
Total variable (avoidable) cost		145,470
Net contribution (loss): total		(37,506)
Average per carload	(115)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 mph).

USRA and Penn Central staff found that this branch once served the Huntingdon & Broad Top coal fields. Because these coal seams are broken, the resulting coal mining costs make this region unlikely as a significant future coal mining area.

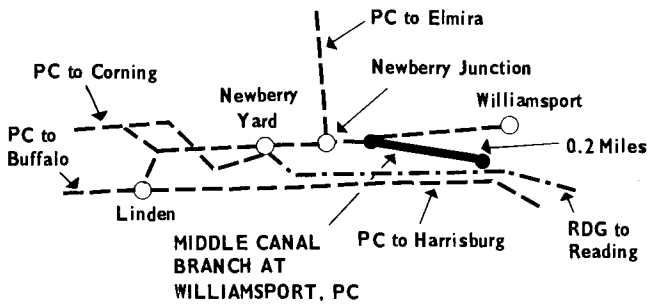
Preliminary Recommendation

It is *not* recommended that the Mount Dallas Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $37,506 or $115 per carload. Recovery of costs would require approximately a 160 percent increase in traffic or a 35 percent rate increase over the 1973 levels.

MIDDLE CANAL BRANCH

USRA Line No. 229

Penn Central



The Middle Canal Branch formerly part of the Pennsylvania RR, is at *Williamsport, Pa.* (VS 7+17) to (VS 15+36), a distance of *0.2 miles*, in Lycoming County, Pa. This line is being considered for sale to a shipper on the line so that they may relocate it to serve their facilities in a more efficient manner. No patrons other than the shipper will be affected. This line was not described as potentially excess in the U.S. DOT Report (see Zone 73).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Williamsport [1]	83
Total carloads generated by the line	83
Average carloads per week	1.6
Average carloads per mile	415.0
Average carloads per train	4.2
1973 operating information:	
Number of round trips per year	20
Estimated time per round trip (hours)	0.3
Locomotive horsepower	600
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transporta-

tion's Rail Service Report." PC staff indicates this portion of the line is to be sold to the one shipper on this line so they may relocate it to serve their facilities in a more efficient manner.

Information for Line Retention Decision

Revenue received by PC		$55,798
Average revenue per carload	$672	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	5,299	
Cost of upgrading branch line to FRA Class 1:		
(1/10 of total upgrading cost)	1,507	
Cost incurred beyond the branch line	18,081	
Total variable (avoidable) cost		24,887
Net contribution (loss): Total		30,911
Average per carload	372	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 250 crossties (an average of 313 crossties per mile).

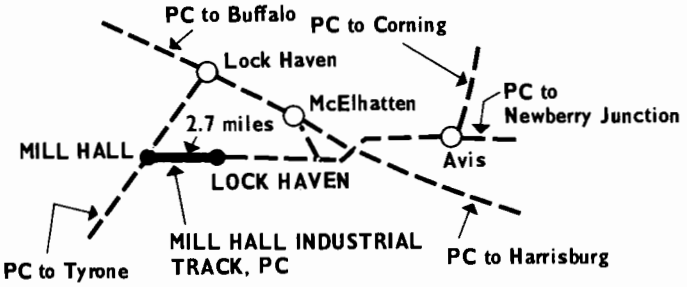
Recommendation

It is recommended that the Middle Canal Branch be included in the ConRail System.

MILL HALL INDUSTRIAL TRACK

USRA Line No. 243a

Penn Central



The Mill Hall Industrial Track, formerly part of the Pennsylvania RR, extends from *Lock Haven* (Milepost 11.3), to *Mill Hall, Pa.* (Milepost 14.0), a distance of *2.7 miles*, in Clinton County, Pennsylvania. At Lock Haven this line connects with the PC Buffalo-Harrisburg line. Additionally, this line connects with the PC Bald Eagle Branch to Tyrone at Mill Hall. This line was not described as potentially excess in the U.S. DOT Report (see Zone 74).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Mill Hall[1]	178
Lock Haven[1]	192
Total carloads generated by the line	370
Average carloads per week	7.1
Average carloads per mile	137.0
Average carloads per train	3.6
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,000
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$105,639
Average revenue per carload	$286	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	43,148	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	72,998	
Total variable (avoidable) cost		116,146
Net contribution (loss): total		(10,507)
Average per carload	(28)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

Evaluation of coal reserves by USRA Staff indicates that there are no significant reserves or potential loading points along this line.

Although this line generates a loss, a 30 percent increase in traffic or a 10 percent rate increase over 1973 levels, would enable financial self-sufficiency.

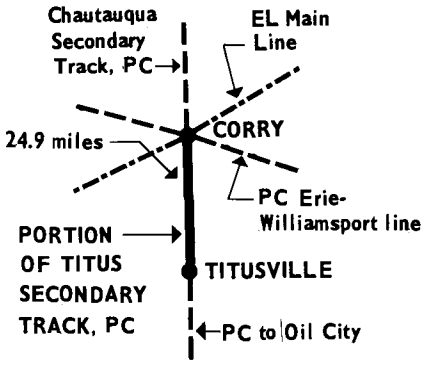
Recommendation

It is recommended that the Mill Hall Industrial Track be included in the ConRail System.

PORTION OF TITUS SECONDARY TRACK

USRA Line No. 250

Penn Central



This portion of the Titus Secondary Track, formerly part of the Pennsylvania RR, extends from *Corry* (Milepost 95.0) to *Titusville, Pa.* (Milepost 119.9), a distance of *24.9 miles*, in Crawford and Erie Counties, Pennsylvania. This line was part of a through line between Buffalo and Oil City; both the northern (Chautauqua Secondary Track) and southern extensions of this line are also under study in this Report. At Corry, this line also connects with the PC's Erie and Emporium Secondary Tracks, (also under study in this report) and the Chicago-to-Jersey City line of the EL. Penn Central has filed petitions to abandon this line, (ICC Docket No. AB–5, Sub. 168 and USRA Docket No. 75–52). This line was not described as potentially excess in the U.S. DOT Report (see Zones 51 and 75).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Hydetown	2
Centerville	51
Spartansburg	76
Total carloads generated by the line	129
Average carloads per week	2.5
Average carloads per mile	5.2
Average carloads per train	2.5
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	4.0
Locomotive horsepower	2,000
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." Correspondence from Lawrence Snapp, Platt's Mill, to USRA states it would be almost impossible to continue his feed manufacturing business without rail service. Charles A. Poux, President of Oil Creek Plastics, wrote USRA about their erecting new silos for incoming raw materials. A. W. Carlson (VP Trans-Penn Wax Corp.), stated this company is dependent on rail service to bring in tank cars of raw wax (20,000 gallons). Earl E. Statler, Baillie Lumber Company, stated they have invested $300,000 in this plant and believed they loaded 20 cars in 1973. Mr. James B. Stevenson, Publisher of Titusville Herald, states the abandonment may cause a major company, Jones & Laughlin Steel, to change their plans to move to this location.

Information for Line Retention Decision

Revenue received by PC		$23,108
Average revenue per carload	$179	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	186,108	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	31,803	
Total variable (loss): Total		217,911
Net contribution (loss): Total		(194,803)
Average per carload	(1,510)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). An evaluation of coal reserves by USRA indicates no significant reserves or potential loading points along this line.

Preliminary Recommendation

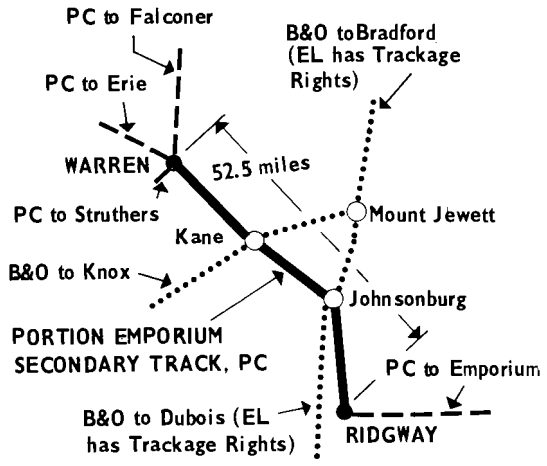
It is *not* recommended that this portion of the Titus Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $194,803 or $1,510 per carload. Recovery of costs would require both an increase in traffic and a rate increase over the 1973 levels.

PORTION OF EMPORIUM SECONDARY TRACK

USRA Line No. 252

Penn Central

This portion of the Emporium Secondary Track, formerly part of the Pennsylvania RR, extends from *Warren* (Milepost 66.5) to *Ridgway, Pa.* (Milepost 119.0), a distance of *52.5 miles*, in Warren, McKean, and Elk Counties, Pa. Continuations of this line extend westward to Erie from Warren and eastward to Emporium



from Ridgway (both of which are also under study in this Report). At Warren, the line connects with the Valley Branch of the PC to North Warren and Falconer. At Kane it connects with the B&O. It is paralleled by the B&O Pittsburgh-Buffalo line between Johnsonburg and Ridgway over which the EL also operates. This line, except for the portion in Warren County, which was not studied, and the portion from Ridgway to north of Johnsonburg, was described as potentially excess in the U.S. DOT Report (see Zones 74 and 75).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Ridgway	58
Johnsonburg	618
Sergeant	46
Kane	1,178
Ludlow	0
Sheffield	83
Tiona	117
Clarendom	65
Stoneham	0
Warren[1]	29
Roystone	0
Total carloads generated by the line	2,194
Average carloads per week	42.2
Average carloads per mile	41.8
Average carloads per train	7.3
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	10
Locomotive horsepower	2,500
Train operating crew	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Stackpole Carbon estimated 962 carloads in 1973. In a statement to Penn DOT, Hammermill Paper stated they are expanding their Erie pulp mill to 740 tons *per day* in 1974. Hammermill ships from Erie to Lock Haven through Corry, Warren, Ridgway (all under study). Their Erie pulp mill ships an average of 3.7 cars *per day* a distance of 283 miles over PC lines to Lock Haven and return.

In testimony at Pittsburgh, Roger Yaple, Penntick Paper Co., stated Johnsonburg generated 2,568 carloads in 1973 (145,000 tons) and they are concerned about elimination of north-south trackage (B&O–EL).

Information for Line Retention Decision

Revenue received by PC		$717,139
Average revenue per carload	$327	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	627,635	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	321,146	
Total variable (avoidable) cost		948,781
Net contribution (loss): total		(231,651)
Average per carload	(106)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Kane Hardwood is building a new plant and estimates 690 carloads. An evaluation of coal reserves by USRA staff indicates no significant reserves or potential loading points along this line.

Although service to the entire line generates a loss, service to the line from milepost 93.8 to milepost 119.0 (serving shippers at Ridgway, Johnsonburg, Sergeant and Kane who generated 1,900 carloads in 1973) would generate $640,436 in revenue and $659,417 in costs with a resulting loss of $18,981 or $10 per carload. A 10 percent growth in traffic or a 3 percent rate increase would make this portion of the line financially self-sufficient.

Recommendation

It is recommended that the portion of the Emporium Secondary Track from Milepost 93.8 to Milepost 119.0 be included in the ConRail System.

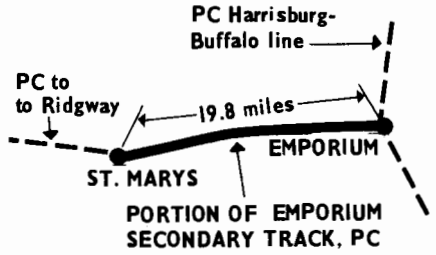
Preliminary Recommendation

It is *not* recommended that the portion of the Emporium Secondary Track from Milepost 93.8 to Milepost 66.5 be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $231,651 or $106 per carload. Recovery of costs would require approximately a 50 percent increase in traffic or a 30 percent rate increase over the 1973 levels.

PORTION OF EMPORIUM SECONDARY TRACK

USRA Line No. 253

Penn Central



This portion of the Emporium Secondary Track, formerly part of the Pennsylvania RR, extends from *St. Mary's* (Milepost 130.0) to *Emporium, Pa.* (Milepost 149.8), a distance of *19.8 miles*, in Elk and Cameron Counties, Pa. A continuation of this line extends westward to Ridgway from St. Mary's (also under study in this Report). At Emporium, the line meets the PC Harrisburg-Buffalo line. This line was described as potentially excess in the U.S. DOT Report (see Zone 74).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Howard	58
St. Mary's	3,284
Rolfe	4
Total carloads generated by the line	3,346
Average carloads per week	64.3
Average carloads per mile	169.0
Average carloads per train	11.2
1973 Operating Information:	
Number of round trips per year	300
Estimated time per round trip (hours)	10
Locomotive horsepower	5,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided by the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." Correspondence from Stackpole Carbon Company states that annual volume for St. Mary's exceeds 3,000 carloads.

Information for Line Retention Decision

Revenue received by PC		$1,508,163
Average revenue per carload	$451	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	394,971	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	976,071	
Total variable (avoidable) cost		1,371,042
Net contribution (loss): total		137,121
Average per carload	41	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Pennsylvania's Response to the Department of Transportation's Report stated that adandonment of this line would affect the development of a 15-acre industrial site. An evaluation of coal reserves by USRA staff indicates there are no significant reserves or loading points on this line.

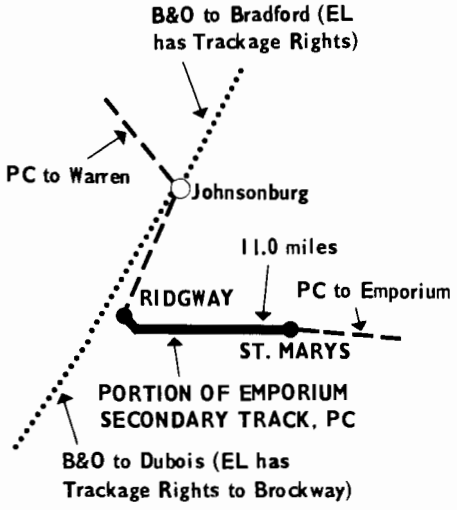
Recommendation

It is recommended that this portion of the Emporium Secondary Track be included in the ConRail System.

PORTION OF EMPORIUM SECONDARY TRACK

USRA Line No. 253a

Penn Central



This portion of the Emporium Secondary Track, formerly part of the Pennsylvania RR, extends from *Ridgway* (Milepost 119.0) to *St. Mary's, Pa.* (Milepost 130.0), a distance of *11.0 miles*, in Elk County, Pa. A continuation of this line extends eastward to Emporium from St. Mary's and northwestward to Warren from Ridgway (both of which are also under study in this Report). This line also connects with the Baltimore and Ohio RR, over which the Erie Lackawanna Ry. has trackage rights, at Ridgway.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

This line does not directly serve any shippers but is used to serve USRA Segments 253 and 252a. The recommendation for these lines is that they be included in the ConRail System.

Recommendation

It is recommended that this portion of the Emporium Secondary Track be included in the ConRail System.

SALAMANCA BRANCH

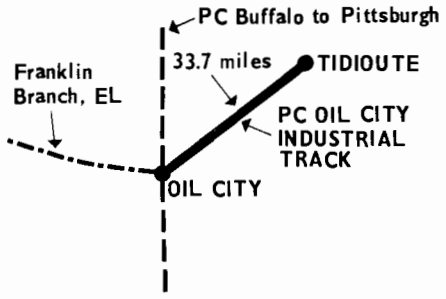
USRA Line No. 254

Penn Central

The Salamanca Branch, formerly part of the Pennsylvania RR, extends from *Oil City* (Milepost 1.9), to *Tidioute, Pa.* (Milepost 35.6), a distance of *33.7 miles*, in Venango, Forest and Warren Counties, Pennsylvania. This line is a branch off the Penn Central's old Buffalo to Pittsburgh route via Corry, Titusville and Kiskiminetas Junction. At Oil City this line connects with the Oil City and Titus Secondary Tracks, both of which are also under study in this Report. At Oil City, the line also connects with the Franklin Branch of the Erie Lackawanna Ry. The use of EL Tracks allows access to the PC Reno Industrial Track at Polk Junction. This line was approved for abandonment several years ago (ICC Docket Number 26571) but the ICC subsequently stayed its order. The PC also applied to the USRA for permission to abandon this line (USRA Docket No. 75–48). No final action has been taken on this request. This line was not studied in the U.S. DOT Report (see Zone 75).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Tidioute	29
W. Hickory	102
Tionesta	0
Total carloads generated by the line	131
Average carloads per week	2.5
Average carloads per mile	3.9
Average carloads per train	2.9
1973 operating information:	
Number of round trips per year	45
Estimated time per round trip (hours)	5.0
Locomotive horsepower	2,000
Train crew size	5



Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." In response to one of the abandonment petitions, USRA received one comment from a shipper on the branch. The Hammermill Paper Co., located at West Hickory, Pa., opposed the abandonment saying that production at their plant was curtailed during 1974 due to fire damage; but that they expect normal shipments to resume in 1975 to the 1972 level of 110 cars a year. West Hickory is 25.6 miles from Oil City. King Lumber Co. in Tidioute is the only other shipper of record.

Information for Line Retention Decision

Revenue received by PC		$43,171
Average revenue per carload	$329	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	224,648	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	38,464	
Total variable (avoidable) cost		263,112
Net contribution (loss): Total		(219,941)
Average per carload	(1,678)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.).

An evaluation of coal reserves by USRA and Penn Central staff indicates that there are no significant reserves or potential loading points along this line.

Preliminary Recommendation

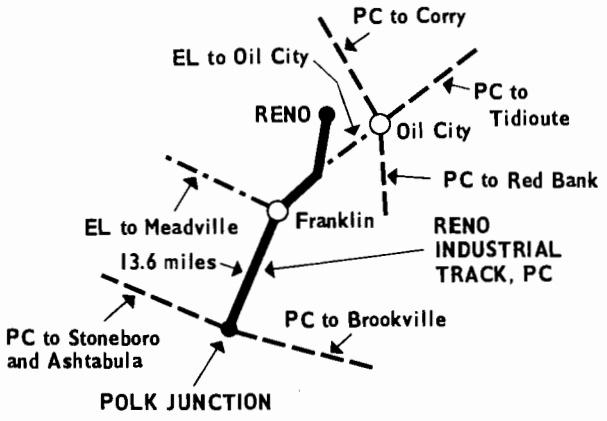
It is *not* recommended that the Oil City Industrial Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $219,941 or $1,678 per carload.

Recovery of costs would require approximately a 46-fold increase in traffic or a 500 percent rate increase over the 1973 levels.

RENO INDUSTRIAL TRACK

USRA Line No. 256

Penn Central



The Reno Industrial Track, formerly part of the New York Central RR, extends from *Polk Junction* (Milepost 68.3), to *Reno, Pa.* (Milepost 81.9), a distance of *13.6 miles*, in Venango County, Pennsylvania. This line extends from the JF&C Branch at Polk Junction to Franklin, where Erie Lackawanna trackage right are used for 1.1 miles and then continues to Reno. The connecting EL line is the Franklin Branch from Oil City to the EL Chicago-Jersey City line at Meadville. The Penn Central has filed a petition to abandon this line, including 1.1 miles of Erie Lackawanna trackage rights; ICC Docket No. AB–5, Sub. 173. This line was not studied in the U.S. DOT Report (see Zone 75).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Franklin	719
Polk Junction	0
Reno	181
Total carloads generated by the line	900
Average carloads per week	17.3
Average carloads per mile	72.0
Average carloads per train	9.0
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	4
Locomotive horsepower	2,000
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$381,430
Average revenue per carload	$423	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	124,820	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	36,173	
Cost incurred beyond the branch line	193,683	
Total variable (avoidable) cost		354,676
Net contribution (loss): total		26,754
Average per carload	30	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 3,000 crossties (an average of 240 crossties per mile).

An evaluation of coal reserves by USRA staff indicates no reserves or potential loading points along this line.

That portion of the line from Milepost 77.6 to Milepost 88.9, serving shippers at Reno, generates a loss amounting to $28,080 or $155 per car.

Recommendation

It is recommended that the portion of the Reno Industrial Track from *Milepost 68.3 to Milepost 77.6* be included in the ConRail system.

Preliminary Recommendation

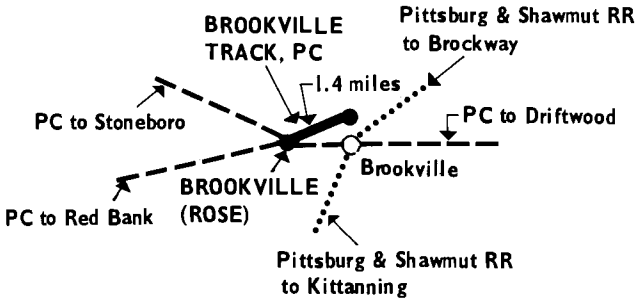
It is *not* recommended that the portion of the Reno Industrial Track from *Milepost 77.6 to Milepost 88.9* be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $28,080 or $155 per carload. Recovery of costs would require approximately a 120 percent increase in traffic or a 40 percent rate increase over the 1973 levels.

BROOKVILLE TRACK

USRA Line No. 257

Penn Central

The Brookville Track, formerly part of the Pennsylvania RR, extends from Milepost 0.0 to Milepost 1.4, at *Brookville, Pa.* a distance of *1.4 miles*, in Jefferson County, Pennsylvania. This line connects with the PC



Low Grade Secondary Track at Brookville and with the Pittsburg & Shawmut RR Brockway-Freeport Junction line at Brookville. A petition for abandonment of this line was filed with the I.C.C. (Finance Docket Number 26569-Sub. 4), but the order was stayed due to protests. This line was not described as potentially excess in the U.S. DOT Report (see Zone 74).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Brookville [1]	42
Total carloads generated by the line	42
Average carloads per week	0.8
Average carloads per mile	30
Average carloads per train	1.7
1973 operating information:	
Number of round trips per year	25
Estimated time per round trip (hours)	1.0
Locomotive horsepower	2,000
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$14,017
Average revenue per carload	$333	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	13,958	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost	9,166	
Cost incurred beyond the branch line	9,210	
Total variable (avoidable) cost		32,334
Net contribution (loss): total		(18,317)
Average per carload	(436)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,200 crossties (an average of 857 crossties per mile).

An evaluation of coal reserves by USRA staff indicates there are no significant coal reserves or potential loading points along this line.

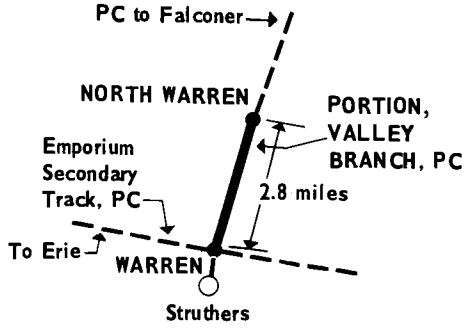
Preliminary Recommendation

It is *not* recommended that the Brookville Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $18,317 or $436 per carload. Recovery of costs would require approximately a four-fold increase in traffic or a 130 percent rate increase over the 1973 levels.

PORTION OF VALLEY BRANCH

USRA Line No. 260a

Penn Central



This portion of the Valley Branch, formerly part of the New York Central RR, extends from *N. Warren* (Milepost 51.3) to *Warren, Pa.* (Milepost 54.1), a distance of *2.8 miles*, in Warren County, Pa. A continuation of this line extends northward from North Warren (also under study in this Report). At Warren, this line connects with the Emporium Secondary Track, PC, extending northwest to Corry and southeast to Ridgway, with the Struthers Running Track, PC, (all of which are also under study in this Report). This line was not studied in the U.S. DOT Report (see Zone 75).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
North Warren	125
Warren [1]	20
Total carloads generated by the line	145
Average carloads per week	2.8
Average carloads per mile	51.8
Average carloads per train	2.9
1973 Operating information:	
Number of round trips per year	50
Estimated time per round trip	2
Locomotive horsepower	1,500
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." Ernest C. Miller, West Penn Oil Co., writes that their 14-car railroad siding was in constant use and in 1973 over 50 percent of their product arrives in 20,000- to 24,000-gallon tank cars. He stated they shipped 160 cars in 1973.

Information for Line Retention Decision

Revenue received by PC		$60,764
Average revenue per carload	$419	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	28,161	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	17,868	
Cost incurred beyond the branch line	41,088	
Total variable (avoidable) cost		87,117
Net contribution (loss): total		(26,353)
Average per carload	(182)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 1,400 crossties (an average of 500 crossties per mile).

Preliminary Recommendation

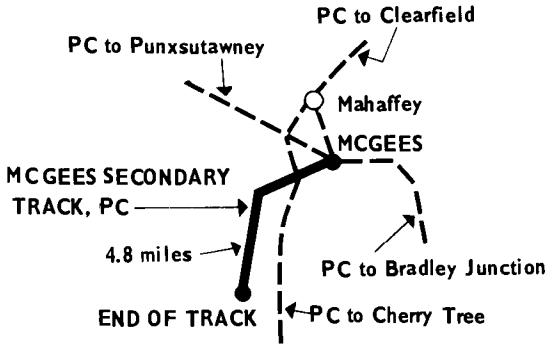
It is *not* recommended that this portion of the Valley Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $26,353 or $182 per carload. Recovery of costs would require approximately a 135 percent increase in traffic or a 40 percent rate increase over the 1973 levels.

McGEES SECONDARY TRACK

USRA Line No. 295

Penn Central

The McGees Secondary Track, formerly part of the Pennsylvania RR, extends from near *McGees* (Milepost 44.0) to *end of track* (Milepost 48.8), a distance of *4.8 miles*, in Clearfield and Indiana Counties, Pa. This line connects with the Cresson Secondary Track and the Cherry Tree Branch at McGees. This line was not described as potentially excess in the U.S. DOT Report (see Zone 74).



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
McGees	4
Total carloads generated by the line	4
Average carloads per week	0.1
Average carloads per mile	0.8
Average carloads per train	0.5
1973 operating information:	
Number of round trips per year	8
Estimated time per round trip (hours)	1.5
Locomotive horsepower	4,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report"

Information for Line Retention Decision

Revenue received by PC		$1,869
Average revenue per carload	$467	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	31,562	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	11,820	
Cost incurred beyond the branch line	891	
Total variable (avoidable) cost		44,273
Net contribution (loss): total		(42,404)
Average per carload	(10,601)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 3,000 crossties (an average of 625 crossties per mile). An evaluation of coal reserves by USRA and PC staff indicates there are substantial proven coal reserves adjacent to this line. The line should be held for future coal prospects.

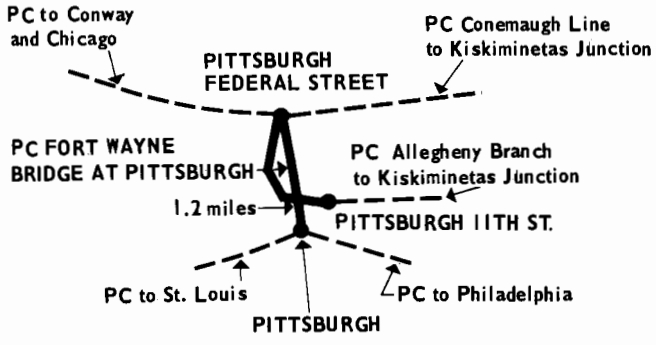
Recommendation

It is recommended that the McGees Secondary Track be included in the ConRail System for service to future coal traffic.

FORT WAYNE BRIDGE

USRA Line No. 312

Penn Central



The Fort Wayne Bridge, formerly part of the Pennsylvania RR, *at Pittsburgh* extends a distance of *1.2 miles*, in Allegheny County, Pennsylvania. This bridge connects with the following PC lines at Pittsburgh: the Conenaugh line to Kiski Junction; the Allegheny Branch; the Pittsburgh to Philadelphia line, and the Pittsburgh to Chicago line. A portion of the Allegheny Branch is also under study in this report as potentially excess. An application to abandon this line was approved by the ICC on June 28, 1968. This line was not described as potentially excess in the U.S. DOT Report (see Zone 76).

Information Provided by RSPO, Shippers, Government Agencies

USRA staff have discussed with the Port Authority of Allegheny County, the proposed Urban Renewal Projects affecting this line.

Information for Line Retention Decision

This line is used as a route for connecting segments 314 and 315. Both of those links are not necessary for ConRail. An abandonment was previously approved as part of a local renewal project. No local shippers are dependent upon this line.

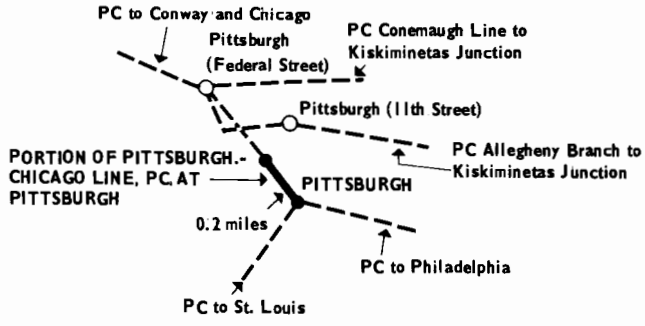
Preliminary Recommendation

It is *not* recommended that the Fort Wayne Bridge at Pittsburgh be included in the ConRail System.

PORTION OF PITTSBURGH-CHICAGO MAIN LINE

USRA Line No. 313

Penn Central



This portion of the Pittsburgh-Chicago Line, formerly part of the Pennsylvania RR, extends from *Milepost 0.0* to *Milepost 0.2*, at Pittsburgh, Pa., a distance of *0.2 miles*, in Allegheny County, Pa. A continuation of this line extends westward to Chicago. This line connects with the PC line to St. Louis at Pittsburgh, also under study in this Report. This line also connects with the B&O Main Line New York-Chicago and the B&O to St. Louis, at Pittsburgh. A petition for abandonment of this line was filed with the ICC (Docket Number AB5–Sub. 2). This petition is still pending final decision. This line was not described as potentially excess in the U.S. DOT Report (see Zone 76).

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicates that the State of Pennsylvania and the Port Authority of Allegheny County have UMTA approval to use this segment as part of the area's new rapid transit system. PC staff reports that this line is now used only for passenger service by Amtrak.

USRA staff has confirmed this testimony through meetings and correspondence with the Port Authority of Allegheny County.

Information for Line Retention Decision

This segment of right-of-way has been sold to the State of Pennsylvania for use in constructing a rapid transit system.

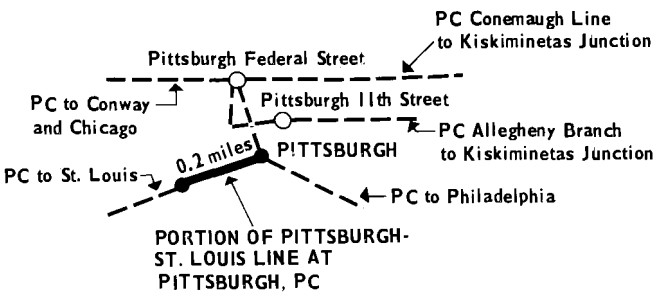
Preliminary Recommendation

It is *not* recommended that this portion of the Pittsburgh to Chicago line be included in the ConRail System.

PORTION OF PITTSBURGH-ST. LOUIS LINE

USRA Line No. 314

Penn Central



This portion of the Pittsburgh-St. Louis Line, formerly part of the Pennsylvania RR, extends from Milepost 0.0 to Milepost 0.2 at *Pittsburgh Pennsylvania*, a distance of *0.2 miles*, in Allegheny County, Pa. A continuation of this line extends westward to St. Louis from Pittsburgh. This line connects with the B&O lines from New York-Chicago and St. Louis. This line also connects with the PC line to Chicago, also under study in this Report. A petition for the abandonment of this line was filed with the ICC (Docket Number AB–5, Sub. 3). This line was not described as potentially excess in the U.S. DOT Report (see Zone 76).

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicates that the State of Pennsylvania and the Port of Authority of Allegheny County have UMTA approval to use this segment as part of the area's new rapid transit system. This line is presently used only for Amtrak service. USRA Staff has confirmed this testimony through meetings and correspondence with the Port of Authority of Allegheny Counties. No shippers are dependent upon this line for freight service.

Information for Line Retention Decision

This segment of right-of-way has been sold to the State of Pennsylvania for use in constructing a highway.

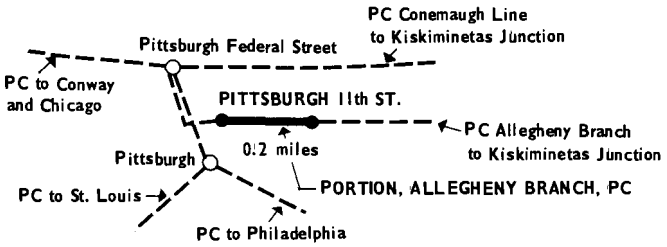
Recommendation

It is *not* recommended that this portion of the Pittsburgh to St. Louis line be included in the ConRail System.

ALLEGHENY BRANCH

USRA Line No. 315

Penn Central



This portion of the Allegheny Branch, formerly part of the Pennsylvania RR, at *Pittsburgh*, extends a distance of *0.2 miles*, in Allegheny County, Pa. A continuation of this line extends northeastward from Pittsburgh. This line connects with the following PC lines at Fort Wayne Bridge: the Pittsburgh to Philadelphia line and the Pittsburgh to Chicago line. An abandonment application for this line was approved by the ICC on April 18, 1972, Finance Docket 26942. This line was not described as potentially excess in the U.S. DOT Report (see Zone 76).

Information Provided by RSPO, Shippers, Government Agencies

USRA staff have discussed with the Port Authority of Allegheny County, the proposed Urban Renewal projects affecting this line.

Information for Line Retention Decision

This line is already authorized for abandonment as part of a local Urban Renewal project. No local shippers are directly served by this line.

Preliminary Recommendation

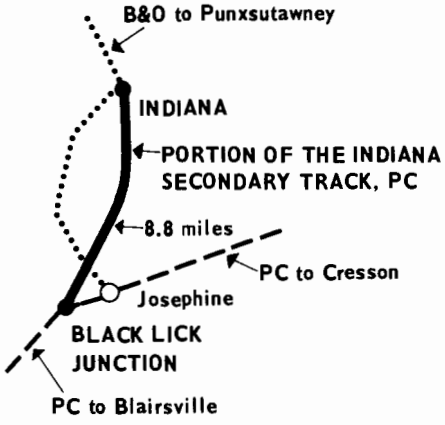
It is *not* recommended that this 0.2-mile portion of the Allegheny Branch be included in the ConRail System.

PORTION OF THE INDIANA SECONDARY TRACK

USRA Line No. 326

Penn Central

This portion of the Indiana Secondary Track, formerly part of the Pennsylvania RR, extends from *Black Lick Junction* (Milepost 8.5) to *Indiana, Pa.* (Milepost 17.3), a distance of *8.8 miles*, in Indiana County, Pennsylvania. This line connects with the Baltimore & Ohio to Creekside at Indiana, and PC's Black Lick Secondary at Black Lick Junction. This line was not described as potentially excess in the U.S. DOT Report (see Zone 74).



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Graceton	0
Homer City	18
Indiana, Pa	287
Total carloads generated by the line	305
Average carloads per week	5.9
Average carloads per mile	34.7
Average carloads per train	7.6
1973 operating information:	
Number of round trips per year	40
Estimated time per round trip (hours)	3.0
Locomotive horsepower	2,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." PC staff reports the Blairsville & Indiana Railroad is leasing this line (agreement signed 5/7/74). Awaiting ICC approval of operating authority.

Information for Line Retention Decision

Revenue received by PC		$123,045
Average revenue per carload	$403	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	73,993	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	23,184	
Cost incurred beyond the branch line	67,258	
Total variable (avoidable) cost		164,435
Net contribution (loss): total		(41,390)
Average per carload	(136)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 3,564 crossties (an average of 405 crossties per mile). An evaluation of coal reserves by USRA staff indicates there are no significant reserves or potential loading points on this line. Reserves in adjacent areas can be served from adjacent line (No. 327 Homer City-Terminus).

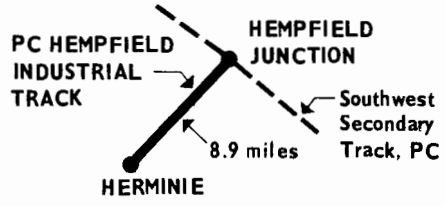
Preliminary Recommendation

It is *not* recommended that this portion of the Indiana Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $41,390 or $136 per carload. Recovery of costs would require approximately a 75 percent increase in traffic or a 34 percent rate increase over the 1973 levels.

HEMPFIELD INDUSTRIAL TRACK

USRA Line No. 331

Penn Central



The Hempfield Industrial Track, formerly part of the Pennsylvania RR, extends from *Hempfield Junction* (Milepost 0.0), to *Herminie, Pa.* (Milepost 8.9), a distance of *8.9 miles*, in Westmoreland County, Pennsylvania. This line connects at Hempfield Junction with the Southwest Secondary Track of the PC. This line was described as potentially excess in the U.S. DOT Report (see Zone 76)

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Eisaman	74
Madison	18
Herminie	104
Hempfield Br	0
Sinclair	0
Cribb	0
Total carloads generated by the line	196
Average carloads per week	3.8
Average carloads per mile	22.0
Average carloads per train	3.9
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Shuster's Building Components and Wickes Corp. generated 122 and 78 carloads, respectively, in 1973. Both of these companies would be forced to shut down. The Pennsylvania DOT reported an annual average of 31 carloads per mile on this line. Pennsylvania DOT estimated unemployment would be 165. Also affected would be the development of 5 industrial sites. One of these, the Hempfield Industrial Park, serves industries that provide 1,200 jobs and has space for future industrial expansion.

Information for Line Retention Decision

Revenue received by PC		$60,612
Average revenue per carload	$309	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	70,874	
Cost of upgrading branch line to FRA class I: (1/10 of total upgrading cost)	17,568	
Cost incurred beyond the branch line	48,578	
Total variable (avoidable) cost		137,020
Net contribution (loss): total		(76,408)
Average per carload	(390)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 3,484 crossties (an average of 391 crossties per mile).

Available information indicates that this line may have some traffic growth potential although no specific data has been provided. An evaluation of the coal reserves by USRA and Penn Central staff indicates that there are no significant reserves or potential loading points along this line. Coal reserves in adjacent areas can be served by other rail lines.

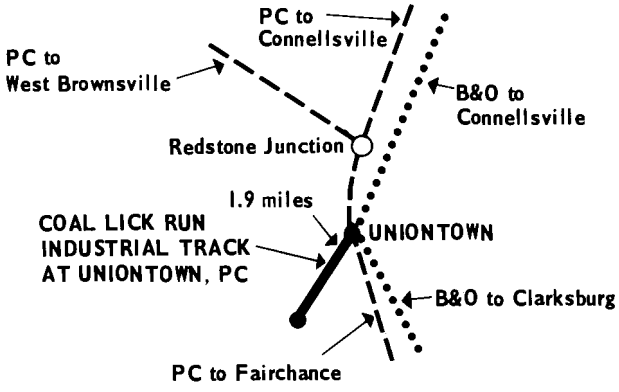
Preliminary Recommendation

Although the preliminary recommendation is that the Hempfield Industrial Track not be included in the Con-Rail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $76,408 or $390 per carload. Recovery of costs would require approximately a six-fold increase in traffic or a 125 percent rate increase over the 1973 levels.

PORTION OF COAL LICK RUN

USRA Line No. 335

Penn Central



This portion of the Coal Lick Run, formerly part of the Pennsylvania RR, extends from Milepost 0.0 to Milepost 1.9 at *Uniontown, Pa.*, a distance of *1.9 miles*, in Fayette County, Pennsylvania. This segment connects with the PC line to Brownsville Junction and the PC line to Connellsville at Uniontown; both of which are under study in this Report. This line also connects with the B&O line to Dickerson Run and the Western Maryland to Greene Junction. A petition was filed with the ICC for abandonment of this line (Docket No. AB-5 Sub. 70), but it was withdrawn. This line was not shown as excess in the U.S. DOT Report (see Zone 77).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Uniontown[1]	86
Total carloads generated by the line	86
Average carloads per week	1.7
Average carloads per mile	45.3
Average carloads per train	1.7
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	1
Locomotive horsepower	3,000
Train crew size	5

[1] Includes only shippers on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$36,925
Average revenue per carload	$429	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	17,340	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	5,118	
Cost incurred beyond the branch line	21,986	
Total variable (avoidable) cost		44,444
Net Contribution (loss): total		(7,519)
Average per carload	(87)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 360 crossties (an average of 189 crossties per mile).

An evaluation of coal reserves by USRA staff indicates there are no significant coal reserves or potential loading points on this line.

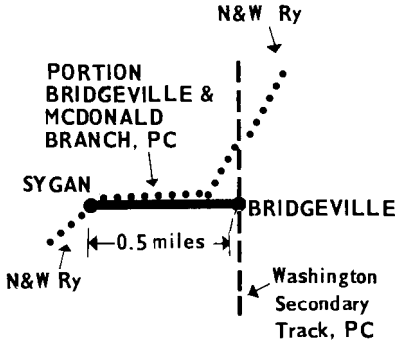
Preliminary Recommendation

It is *not* recommended that this portion of the Coal Lick Run Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $7,519 or $87 per carload. Recovery of costs would require approximately a 50 per cent increase in traffic or a 20 per cent rate increase over the 1973 levels.

PORTION OF BRIDGEVILLE & McDONALD BRANCH

USRA Line No. 344

Penn Central



This portion of the Bridgeville & McDonald Branch, formerly part of the Pennsylvania RR, extends from *Bridgeville* (Milepost 0.9), to *Sygan, Pa.* (Milepost 1.4), a distance of *0.5 miles*, in Allegheny County, Pennsylvania. At Bridgeville, this line connects with the Washington Secondary Track, PC. Both Sygan and Bridgeville are also served by the Norfolk & Western Ry. This line was not shown in the U.S. DOT Report (see Zone 76).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Bridgeville[1]	7
Total carloads generated by the line	7
Average carloads per train	1.5
Average carloads per mile	14.0
Average carloads per train	0.5
1973 operating information:	
Number of round trips per year	14
Estimated time per round trip (hours)	0.5
Locomotive horsepower	2,000
Train crew size	5

[1] Includes only shippers on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." The Pennsylvania Southwest Association recommended this portion of the line be abandoned; provided traffic could be transferred to the Chessie.

Information for Line Retention Decision

Revenue received by PC		$1,823
Average revenue per carload	$260	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	5,490	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	1,239	
Cost incurred beyond the branch line	1,130	
Total variable (avoidable) cost		7,859
Net contribution (loss): total		(6,036)
Average per carload	(862)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 201 crossties (an average of 402 crossties per mile).

Preliminary Recommendation

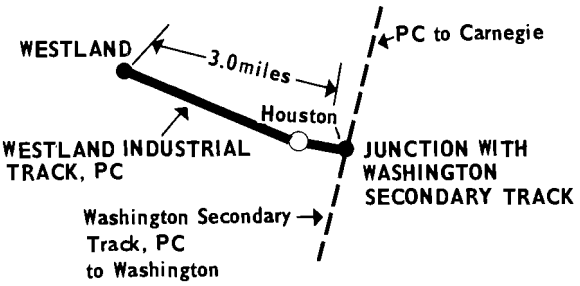
It is *not* recommended that this portion of the Bridgeville & McDonald Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $6,036 or $862 per carload. Recovery of costs would require ap-

proximately a 9-fold increase in traffic or a 330 percent rate increase over the 1973 levels.

WESTLAND INDUSTRIAL TRACK

USRA Line No. 345a

Penn Central



The Westland Industrial Track, formerly part of the Pennsylvania RR, extends from the *Junction with Washington Secondary Track* (Milepost 0.0), to *Westland, Pa.*, (Milepost 3.0), a distance of *3.0 miles*, in Washington County, Pa. This line is a branch off the PC Washington Secondary Track, formerly known as the Charters Branch. The Washington Secondary Track is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 76).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Available information indicates that there are no shippers served by this line.

Preliminary Recommendation

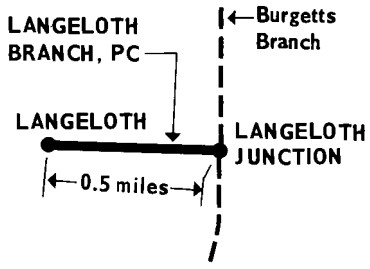
It is *not* recommended that the Westland Industrial Track be included in the ConRail System.

LANGELOTH BRANCH

USRA Line No. 348b

Penn Central

The Langeloth Branch, formerly part of the Pennsylvania RR, extends from *Langeloth Junction* (Milepost 0.0) to *Langeloth, Pa.*, (Milepost 0.5), a distance of *0.5 miles*, in Washington County, Pa. At Langeloth Junction this line connects with the Burgetts Branch, PC, also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 76).



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Burgettstown [1]	498
Total carloads generated by the line	498
Average carloads per week	9.6
Average carloads per mile	996.0
Average carloads per train	2.5
1973 operating information:	
Number of round trips per year	200
Estimated time per round trip (hours)	1.0
Locomotive horsepower	1,500
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that two patrons are on this line. American Metal Climax (AMAX) Company is the world's largest molybdenum processing plant and received molybdenum from Colorado in 100-ton hopper cars. They generated 504 carloads in 1973. Mr. John Ollweiler, (Asst. Gen. Mg. AMAX), wrote to RSPO that his plant employed 229 full-time people, and replacement cost of plant property and equipment is $19,000,000. He states they plan to invest well over half again that much in modernization and expansion over the next 3 years. According to Penn's response the Bologna Mining Co. expects to ship 20,000 tons per month. This Company has leased the line beyond Milepost 0.5 and are rehabilitating same.

Information for Line Retention Decision

Revenue received by PC		$426,588
Average revenue per carload	$857	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	25,098	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	1,670	
Cost incurred beyond the branch line	124,231	
Total variable (avoidable) cost		150,999
Net contribution (loss): total		275,589
Average per carload	553	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 500 crossties (an average of 1000 crossties per mile). An evaluation of coal reserves by USRA staff confirms an active loading facility upon which traffic may increase.

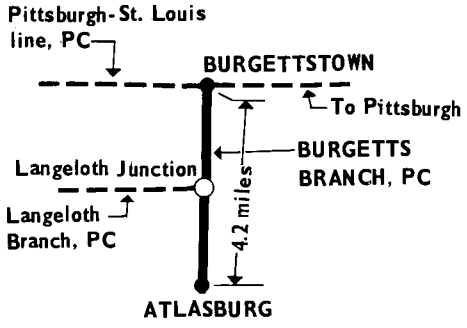
Recommendation

It is recommended that the Langeloth Branch be included in the ConRail System.

BURGETTS BRANCH

USRA Line No. 348c

Penn Central



The Burgetts Branch, formerly part of the Pennsylvania RR extends from *Burgettstown* (Milepost 0.0) to *Atlasburg, Pa.* (Milepost 4.2), a distance of *4.2 miles*, in Washington County, Pennsylvania. This line connects with the Pittsburgh-St. Louis line, PC, at Burgettstown and with the Langeloth Branch at Langeloth Junction (also under study in this Report). This line was described as potentially excess in the U.S. DOT Report (see Zone 76).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Atlasburg	150
Burgettstown [1]	7
Total carloads generated by the line	157
Average carloads per week	3.0
Average carloads per mile	37.4
Average carloads per train	3.0
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,500
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Z and L Lumber generated 164 carloads in 1972, and if service terminated, 290 people would lose their jobs. The Pennsylvania Public Utilities Commission stated that Burgettstown generated 760 carloads at the main line junction, and Atlasburg generated 105 carloads. By combining the main line traffic with Atlasburg's traffic, the PUC derived a 201 carloads-per-mile traffic index for the branch.

Information for Line Retention Decision

Revenue received by PC		$47,816
Average revenue per carload	$304	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	39,134	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	9,150	
Cost incurred beyond the branch line	37,187	
Total variable (avoidable) cost		85,471
Net contribution (loss): total		(37,655)
Average per carload	(239)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,200 crossties (an average of 285 crossties per mile). An evaluation of coal reserves by USRA and Penn Central staff indicates there may be reserves adjacent to this line. Bologna Mining Co. is located at Langeloth on the Langeloth Branch which connects to this branch.

Although this line generates a loss, it is required to serve USRA segment 348b which generated a net contribution amounting to $275,589.

Preliminary Recommendation

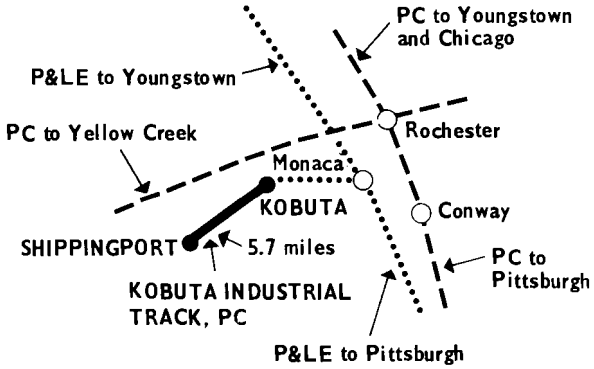
It is recommended that the Burgetts Branch be included in the ConRail System.

KOBUTA INDUSTRIAL TRACK

USRA Line No. 352

Penn Central

The Kobuta Industrial Track, formerly part of the Pennsylvania RR, extends from *Shippingport* (Milepost 28.7), to *Kobuta, Pa.* (Milepost 34.4), a distance of *5.7 miles*, in Beaver County, Pennsylvania. This line



was not described as potentially excess in the U.S. DOT Report (see Zone 76).

Information Provided by RSPO, Shippers, Government Agencies

Information provided by the Pennsylvania PUC at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report stressed the need for this line because of the valuable coal reserves in the area, and the line serves a nuclear power plant, one under construction, one planned for development, and three coal fired utility plants. All are operated by the Duquesne Power and Light Co.

Information for Line Retention Decision

The PC does not serve this line. The Duquesne Light Co. has leased 4.75 miles of this line and rail service is being provided by the P&LE via its own lines and trackage rights over 0.95 miles of the PC. Service can be continued under the current arrangement or by the assumption of less than one mile of track by the Duquesne Light Co. or by the P&LE. An evaluation of coal reserves by USRA staff indicated that there are no significant reserves adjacent to this line.

Preliminary Recommendation

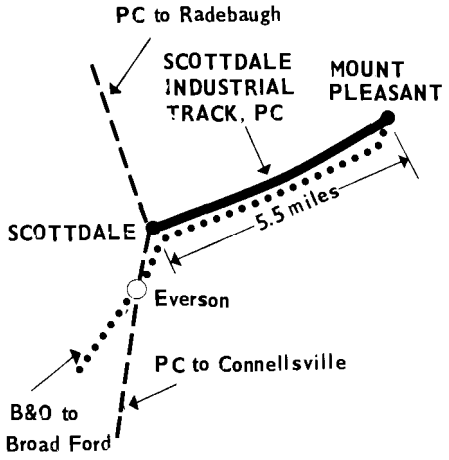
It is *not* recommended that the Kobuta Industrial Track be included in the ConRail System.

SCOTTDALE INDUSTRIAL TRACK

USRA Line No. 355

Penn Central

The Scottdale Industrial Track, formerly part of the Pennsylvania RR, extends from *Scottdale* (Milepost 0.0), to *Mount Pleasant, Pa.* (Milepost 5.5), a distance of *5.5 miles*, in Westmoreland County, Pennsylvania. At Scottdale, this line connects with the South-



west Secondary Track, PC. The Baltimore & Ohio Railroad also serves Scottdale and Mount Pleasant. This line was not shown in the U.S. DOT Report (see Zone 76).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Mount Pleasant	193
Total carloads generated by the line	193
Average carloads per week	3.7
Average carloads per mile	35.1
Average carloads per train	2.6
1973 operating information:	
Number of round trips per year	75
Estimated time per round trip (hours)	2.5
Locomotive horsepower	1,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Pittsburgh Screw and Bolt Co. (Modulx Corp.) projects 250 to 300 carloads annually. Pennsylvania DOT reported that this line generates 36 carloads per mile.

Information for Line Retention Decision

Revenue received by PC		$64,921
Average revenue per carload	$336	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	55,357	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	10,463	
Cost incurred beyond the branch line	37,662	
Total variable (avoidable) cost		103,482
Net contribution (loss): total		(38,561)
Average per carload	(199)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on

available information, this upgrading would include the replacement of a total of 2,227 crossties (an average of 405 crossties per mile).

An evaluation of coal reserves by USRA and Penn Central staff indicates there is one active coal loading facility on this line (Senter Fuel) and that traffic may increase.

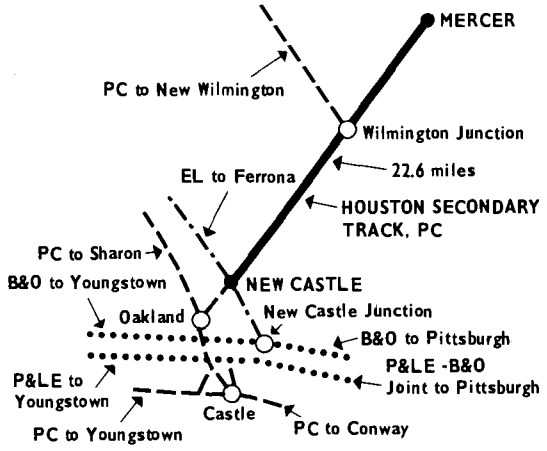
Preliminary Recommendation

Although the preliminary recommendation is that the Scottdale Industrial Track not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $38,561 or $199 per carload. Recovery of costs would require approximately a 140 percent increase in traffic or a 60 percent rate increase over the 1973 levels.

HOUSTON SECONDARY TRACK

USRA Line No. 356

Penn Central



The Houston Secondary Track, formerly part of the Pennsylvania RR, extends from *New Castle* (Milepost 49.9) to *Mercer, Pa.* (Milepost 72.5), a distance of *22.6 miles*, in Lawrence and Mercer Counties, Pennsylvania. The Wilmington Branch, PC, connects with this line at Wilmington Junction (also under study in this report). The following lines also serve New Castle: P.C. Erie and Pittsburgh Branch, Erie Lackawanna Railway New Castle Branch; Pittsburgh & Lake Erie Railroad, and the Baltimore & Ohio Railroad. Petition for permission to abandon was filed before the I.C.C. on June 26, 1972, (Docket No. AB–5, Sub. 47). On September 25, 1974, the PC applied to the U.S. Railway Association for the same permission (USRA Docket No. 75–27). No action has been taken on either application. This line was not studied in the U.S. DOT Report (see Zone 75).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Mercer	224
Volant	0
Houston Jct.	0
Total carloads generated by the line	224
Average carloads per week	4.3
Average carloads per mile	9.9
Average carloads per train	4.3
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	8.0
Locomotive horsepower	1,200
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that I.T.T. Reznor at Mercer accounts for 25% of the area's wage tax revenues. Loss of rail service would cost 90–100 jobs at the Reznor Plant. Correspondence from the Lawrence County Planning Commission indicates actual carloads originating and terminating on this line and its connections at Wilmington Junction totaled 263 cars in 1973.

Information for Line Retention Decision

Revenue received by PC		$69,106
Average revenue per carload	$309	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	176,479	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	26,115	
Cost incurred beyond the branch line	52,017	
Total variable (avoidable) cost		254,611
Net contribution (loss): total		(185,505)
Average per carload	(828)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 3,200 crossties (an average of 141 crossties per mile).

Preliminary Recommendation

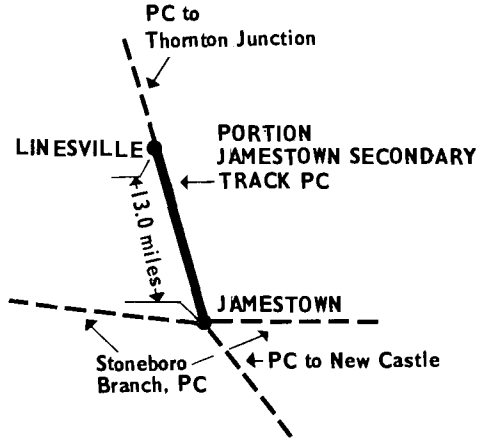
It is *not* recommended that the Houston Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost

levels, this line generates an annual excess financial burden amounting to $185,505 or $828 per carload. Recovery of costs would require approximately an elevenfold increase in traffic or a 270 percent rate increase over the 1973 levels.

PORTION OF THE JAMESTOWN SECONDARY TRACK

USRA Line No. 360

Penn Central



This portion of the Jamestown Secondary Track, formerly part of the Pennsylvania RR, extends from *Jamestown* (Milepost 90.6) to *Linesville, Pa.* (Milepost 103.6), a distance of *13.0 miles*, in Mercer and Crawford Counties, Pennsylvania. A continuation of this line extends northward from Linesville, which is also under study in this report. The Stoneboro Branch and the Erie & Pittsburgh Branch, connect with this line at Jamestown, Pa.; the Erie & Pittsburgh Branch is also under study in this Report. Petition for permission to abandon was filed with the ICC on August 13, 1972, Docket No. AB–5 (Sub No. 22). On September 25, 1974, the PC petitioned the U.S. Railway Association for the same permission (Docket 75–44). No action has been taken on either application. This line was not studied in the U.S. DOT Report (see Zone 75).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Westford	33
Linesville	4
Espyville	0
Total carloads generated by the line	37
Average carloads per week	0.7
Average carloads per mile	2.8
Average carloads per train	0.8
1973 operating information:	
Number of round trips per year	45
Estimated time per round trip (hours)	3.0
Locomotive horsepower	1,700
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No information was provided in the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report". Direct correspondence indicates that Rockwell International is contemplating a plant expansion at Linesville. Also, the Pymatuning Southern Railroad has expressed an interest in purchasing this line and operating it as a short-line railroad.

Information for Line Retention Decison

Revenue received by PC		$10,216
Average revenue per carload	$276	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	94,913	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	7,709	
Total variable (avoidable) cost		102,622
Net contribution (loss): total		(92,406)
Average per carload		(2,497)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 mph).

Preliminary Recommendation

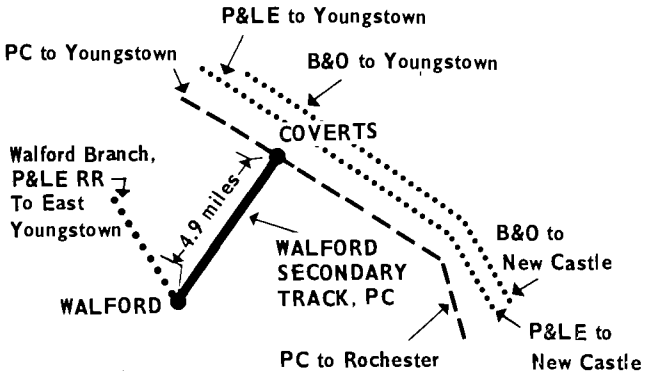
It is *not* recommended that this portion of the Jamestown Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $92,406 or $2,497 per carload. Recovery of costs would require approximately a thirty-six fold increase in traffic or a 900 percent rate increase over the 1973 levels.

WALFORD SECONDARY TRACK

USRA Line No. 361

Penn Central

The Walford Secondary Track, formerly part of the Pennsylvania RR, extends from *Coverts* (Milepost 0.0), to *Walford, Pa.* (Milepost 4.9), a distance of *4.9 miles*, in Lawrence County, Pennsylvania. The E & A Branch, PC, to Youngstown and Rochester, connects with this branch at Coverts. The Walford Branch, Pittsburgh & Lake Erie Railroad, connects with this line at Walford. This line was not studied in the U.S. DOT Report (see Zone 75).



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Walford	2,497
Total carloads generated by the line	2,497
Average carloads per week	48.0
Average carloads per mile	542.8
Average carloads per train	10.0
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	7.0
Locomotive horsepower	1,750
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No information was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report". The Lawrence County Planning Commission estimated 2,367 carloads were generated on this line in 1973.

Information for Line Retention Decision

Revenue received by PC		$704,262
Average revenue per carload	$282	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	213,460	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	11,276	
Cost incurred beyond the branch line	382,708	
Total variable (avoidable) cost		607,444
Net contribution (loss): total		96,818
Average per carload	38	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 2,000 crossties (an average of 408 crossties per mile).

Recommendation

It is recommended that if the P&LE Railroad will not serve Walford, the Walford Secondary Track be included in the ConRail System. Transfer to the P&LE is preferable to avoid rehabilitation work and would *not* materially impair the profitability of ConRail or other carriers, in the Region.

ERIE SECONDARY TRACK

USRA Line No. 646

Penn Central

The Erie Secondary Track, formerly part of the Pennsylvania RR, extends from *Erie* (Milepost 2.9) to *Corry, Pa.* (Milepost 37.0), a distance of *34.1 miles*, in Erie County, Pa. This line connects at Corry with the Emporium Secondary Track, PC (also under study in this Report). At Corry, this line also connects with the Chicago-Jersey City line, EL; and the Titus and Chautauqua Secondary Tracks, PC (both also under study in this Report). At Erie, this line connects with the Buffalo-Chicago Main Line, N&W, the Bessemer & Lake Erie RR, which operates from Wallace Junction via trackage rights over the N&W Ry. and the Buffalo-Chicago Line, PC. This line, except for the portion between Union City and Corry, was described as potentially excess in the U.S. DOT Report (see Zone 51).

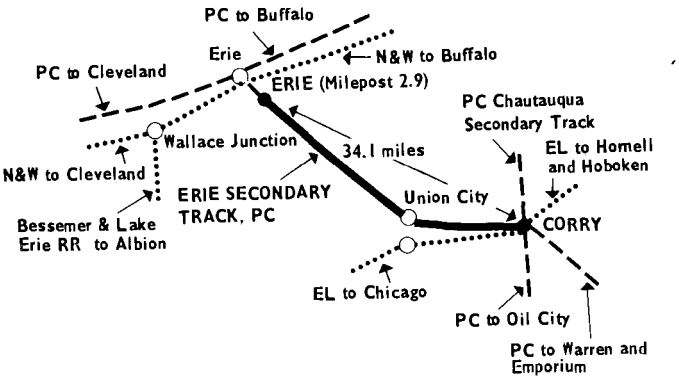
Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Union City	715
Waterford	67
Belle Valley	4
Corry [1]	227
Erie [1]	734
Total carloads generated by the line	1,747
Average carloads per week	33.6
Average carloads per mile	51.2
Average carloads per train	5.8
1973 Operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	10.5
Locomotive horsepower	3,000
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicates that



according to Pennsylvania DOT, this is part of the only diagonal route across the State's coal reserves that serves both Erie and Philadelphia. Pennsylvania DOT estimated this line segment from Erie to Union City generates 1,383 carloads per year and that the average carloads per route-mile is 58. Union City Chair Company completed a $250,000 plant investment in 1973 and anticipated investing another $100,000 in 1974. The Erie-Crawford Dairy Coop. recently built a $340,000 mill.

In a statement to Pennsylvania DOT, Hammermill Paper stated that they are expanding their Erie pulp mill to 740 tons per *day* in 1974. Hammermill ships from Erie to Lock Haven (a distance of 283 miles) through Corry, Warren and Ridgway.

Information for Line Retention Decision

Revenue received by PC		$907,803
Average revenue per carload	$520	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	513,343	
Cost of upgrading branch line to FRA class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	410,335	
Total variable (avoidable) cost		923,678
Net contribution (loss): total		(15,875)
Average per carload	(9)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Although this line produced a small loss in 1973, the near-term traffic potential likely will enable financial self-sufficiency.

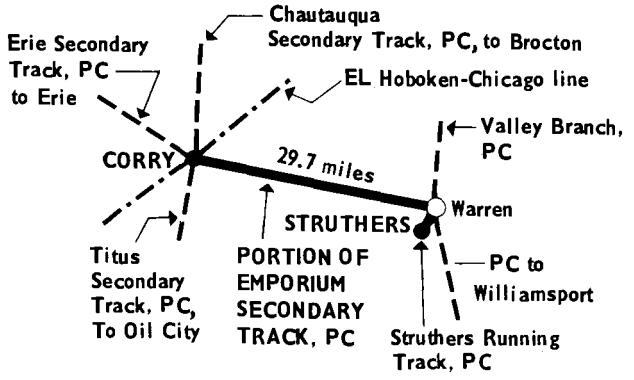
Recommendation

It is recommended that the Erie Secondary Track be included in the ConRail System.

PORTION OF THE EMPORIUM SECONDARY TRACK

USRA Line No. 646a

Penn Central



This portion of the Emporium Secondary Track, formerly part of the Pennsylvania RR, extends from *Corry* (Milepost 37.0) to *Warren, Pa.* (Milepost 66.7), a distance of *29.7 miles*, in Erie and Warren Counties, Pa. A continuation of this line extends southward from Warren to Ridgeway. Connections include the Erie Secondary Track from Corry to Erie, the Titus Secondary Track from Corry to Oil City, the Chautauqua Secondary Track from Corry to Brockton, N.Y., the Valley Branch from Warren to Falconer, all PC. All of these connecting lines are under study in this report. The Erie Lackawanna's Jersey City-Chicago line also crosses at Corry. This line was not studied in the U.S. DOT Report (see Zones 51 and 75).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Warren [1]	276
Struthers [1]	3,185
Star Brick	68
Irvineton	0
Youngsville	10
Colza	4
Corry [1]	2,212
Total carloads generated by the line	5,755
Average carloads per week	110.7
Average carloads per mile	201.9
Average carloads per train	20.9
1973 operating information:	
Number of round trips per year	275
Estimated time per round trip (hours)	10.5
Locomotive horsepower	2,000
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shipping, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their

reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicates that Struthers Wells Corps., which manufactures highly specialized equipment, is under contract with the Dept. of Defense and the Atomic Energy Comm., and stated there is no feasible alternative to rail transportation for 80% of its shipments. In a statement to Penn. DOT, Hammermill Paper stated they are expanding their Erie pulpmill to 740 tons per day in 1974. Large quantities of pulpwood and woodchips are shipped by rail from Lock Haven and other eastern points to Erie. In 1974 they expect to ship 1,524 cars (each loaded with 80 tons) to Erie over the PC track sections which have been termed potentially excess.

PC staff indicate Warren Car Co. is a railway equipment repair company and that rail equipment is deadheaded in and out for repair.

A statement by Perry A. Davidson, United Refining Co. to Penn. DOT, indicated this company is the only independent refiner-marketer of petroleum products in the Eastern United States. Completion of new facilities at their refinery, Warren, Pa., in May 1974, increased the capacity to approx. 42,000 barrels per day. He stated this increase must be distributed to their numerous marketing areas. In 1973, United shipped from Warren, 458 jumbo-size tank cars (30,000 gal. capacity). He urges continuation of rail service from Erie through Corry, Warren and Williamsport, Pa. John P. Wendell of United Refining stated that there is no alternative to rail movements for the quantity of petroleum products shipped by rail from Warren.

Information for Line Retention Decision

Revenue received by PC		$1,510,411
Average revenue per carload	$262	
Variable (avoidable) cost of continued Service:		
Cost incurred on the branch line	454,779	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	944,924	
Total variable (avoidable) cost		1,399,703
Net contribution (loss): total		110,708
Average per carload	19	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

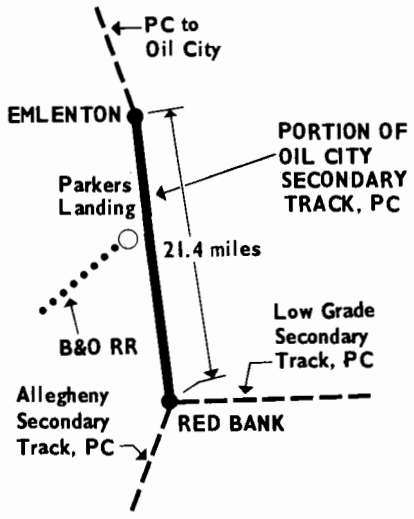
Recommendation

It is recommended that this portion of the Emporium Secondary Track be included in the ConRail System.

PORTION OF THE OIL CITY SECONDARY TRACK

USRA Line No. 647

Penn Central



This portion of the Oil City Secondary Track, formerly part of the Pennsylvania RR, extends from *Red Bank* (Milepost 63.5) to *Emlenton, Pa.* (Milepost 90.3) a distance of *21.4 miles*, in Venango and Clarion Counties, Pennsylvania. This line connects with the Allegheny Secondary Track also under study in this Report, and the PC Low Grade Secondary Track, at Red Bank. Parkers Landing is also served by the Baltimore & Ohio RR (opposite side of the Allegheny River). At Emlenton this line continues on to Oil City which sector is also under study in this Report. This line was not studied in the U.S. DOT Report (see Zone 75).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
E. Brady	321
Parkers Landing	1
Foxburg	35
Emlenton	2,274
Total carloads generated by the Line	2,631
Average carloads per week	50.6
Average carloads per mile	122.9
Average carloads per train	10.5
1973 operating information:	
Number of round trips per year	250
Estimate time per round trip (hours)	11.0
Locomotive horsepower	2,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$784,249
Average revenue per carload	$298	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	329,445	
Cost of upgrading branch line to FRA FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	524,284	
Total variable (avoidable) cost		853,729
Net contribution (loss): total		(69,480)
Average per carload	(26)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line currently is served from the south. The proposed operating plan proposes services to Emlenton from the north. Without the Emlenton traffic this line is a deficit operation.

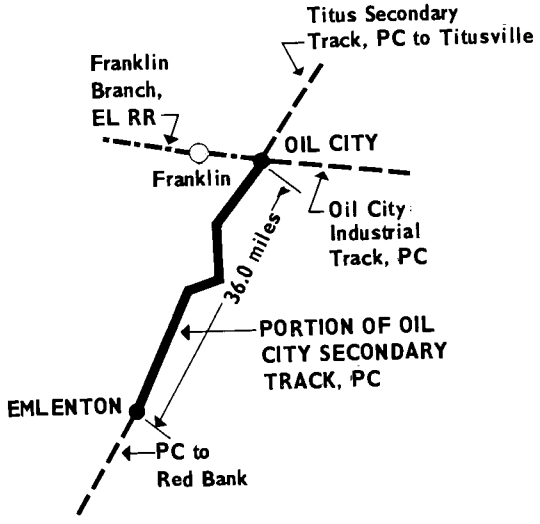
Recommendation

It is *not* recommended that this portion of the Oil City Secondary Track be included in the ConRail System, *except* for the traffic at Emlenton, Pa.

PORTION OF OIL CITY SECONDARY TRACK

USRA Line No. 647a

Penn Central



This portion of the Oil City Secondary Track, formerly part of the Pennsylvania RR, extends from *Emlenton* (Milepost 90.3) to *Oil City, Pa.* (Milepost 133.2), an actual distance of *36.0 miles*, in Venango County, Pa. Continuation of this line runs from Emlenton to Red Bank (also under study in this report as potentially excess). At Oil City this line continues on to Titusville as the Titus Secondary Track, and PC connects with the Oil City Industrial Track, PC, to Tidioute. Both of these segments are also under study in this Report. Also at Oil City this line connects with the Franklin Branch. EL Railroad. This line was not studied in the U.S. DOT Report (see Zone 75).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
S. Oil City	0
Oil City [1]	2,083
Total carloads generated by the line	2,083
Average carloads per week	40.1
Average carloads per mile	57.9
Average carloads per train	10.4
1973 operating information:	
Number of round trips per year	200
Estimated time per round trip (hours)	12
Locomotive horsepower	2,000
Train crew size	3

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$437,733
Average revenue per carload	$210	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	398,121	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	262,138	
Total variable (avoidable) cost		660,259
Net contribution (loss): total		(222,526)
Average per carload		(107)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line is required to serve Emlenton on USRA segment no. 647.

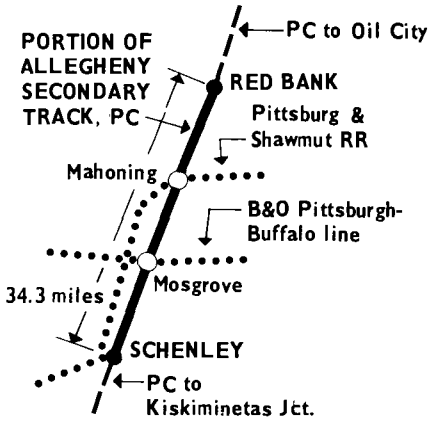
Preliminary Recommendation

It is recommended that this portion of the Oil City Secondary Track be included in the ConRail System.

PORTION OF ALLEGHENY SECONDARY TRACK

USRA Line No. 648

Penn Central



This portion of the Allegheny Secondary Track, formerly part of the Pennsylvania RR, extends from *Schenley* (Milepost 29.2) to *Red Bank, Pa.* (Milepost 63.5), a distance of *34.3 miles*, in Clarion and Armstrong Counties, Pa. This line continues south to Kiskiminetas Junction and north to Oil City; the northern extension is also under study in this Report. The B&O crosses at Mosgrove and the Pittsburg-Shawmut Railroad runs parallel from Schenley to Mahoning and then runs east. This line was not studied in the U.S. DOT Report (see Zone 75).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Godfrey	94
Kelly	0
Logansport	0
Ford City	979
Kittanning	865
Templeton	442
Rimerton	1
Total carloads generated by the line	2,381
Average carloads per week	45.8
Average carloads per mile	69.4
Average carloads per train	7.0
1973 operating information:	
Number of round trips per year	340
Estimated time per round trip (hours)	12.0
Locomotive horsepower	4,000
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." Congressman J. Murtha in testimony on another segment said the Eljer Plumbing Ware Co. at Ford City would be hard hit by abandonment.

Information for Line Retention Decision

Revenue received by PC		$883,333
Average revenue per carload	$371	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	589,278	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	536,207	
Total variable (avoidable) cost		1,125,485
Net contribution (loss): total		(242,152)
Average per carload	(102)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

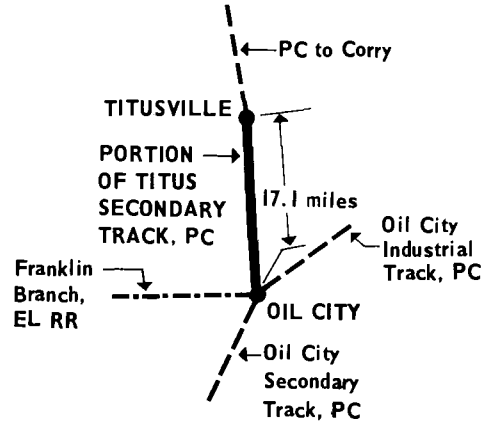
Preliminary Recommendation

It is *not* recommended that this portion of the Allegheny Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $242,152 or $102 per carload. Recovery of costs would require approximately a 70 percent increase in traffic or a 25 percent rate increase over the 1973 levels.

PORTION OF THE TITUS SECONDARY TRACK

USRA Line No. 649

Penn Central



This portion of the Titus Secondary Track, formerly part of the Pennsylvania RR, extends from *Titusville* (Milepost 119.9) to *Oil City, Pa.* (Milepost 137.0), a distance of *17.1 miles*, in Crawford and Venango Coun-

ties, Pa. A continuation of this line runs north to Corry, which is also under study in this Report. At Oil City this line connects with the Oil City Secondary Track, PC to Emlenton and the PC Salamanca Branch to Tidioute, both of which are also under study in this Report. Also at Oil City, this line connects with the Franklin Branch, EL Railroad. This line was not studied in the U.S. DOT Report (see Zone 75).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
McClintock	465
Rouseville	2,858
Titusville	579
Oil City [1]	445
Total carloads generated by the line	4,347
Average carloads per week	83.6
Average carloads per mile	254.2
Average carloads per train	14.5
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	9.0
Locomotive horsepower	2,000
Train crew size	4

[1] Includes only traffic on this segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Titusville Area Chamber of Commerce estimated that Titusville ships 550 rail cars a year and expects to ship 1,000 in 1975. They would like to see service retained south through Oil City, East Brady, Templeton and Ford City. There are 25 shippers on the patron list.

Information for Line Retention Decision

Revenue received by PC		$1,905,155
Average revenue per carload	$438	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	310,728	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	1,375,563	
Total variable (avoidable) cost		1,686,291
Net contribution (loss): total		218,864
Average per carload	48	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.).

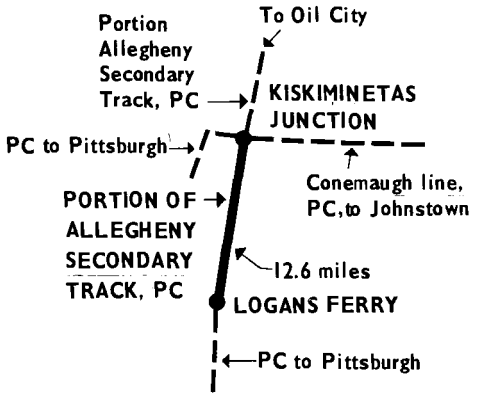
Recommendation

It is recommended that this portion of the Titus Secondary Track be included in the ConRail System.

PORTION OF ALLEGHENY SECONDARY TRACK

USRA Line No. 650

Penn Central



This portion of the Allegheny Secondary Track, formerly part of the Pennsylvania RR, extends from *Logans Ferry* (Milepost 16.1) to *Kiskiminetas Junction, Pa.* (Milepost 28.7), a distance of *12.6 miles*, in Westmoreland and Allegheny Counties, Pennsylvania. A continuation of this line runs north to Schenley and south to Pittsburgh, both of which are under study in this Report as potentially excess. This line also connects with the Conemaugh line, PC, at Kiskiminetas Junction. This line was not described as potentially excess in the U.S. DOT Report.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Logan's Ferry [1]	484
Parnassus	0
New Kensington	2,543
Braeburn	7
Total carloads generated by the line	3,034
Average carloads per week	58.4
Average carloads per mile	240.8
Average carloads per train	12.1
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	11
Locomotive horsepower	1,000
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicates that

concern exists regarding the effect of rail reorganization on mass transit plans. One of the five proposed lines for this mass transit system was from Pittsburgh to New Kensington.

Information for Line Retention Decision

Revenue received by PC		$1,316,864
Average revenue per carload	$434	
Variable (avoidable) cost of continued services:		
Cost incurred on the branch line	288,229	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	26,425	
Cost incurred beyond the branch line	674,853	
Total variable (avoidable) cost		989,507
Net contribution (loss) total		327,357
Average per carload	108	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 3,740 crossties (an average of 296 crossties per mile).

Although service to this line generates a net contribution, service to that portion of the line from Milepost 18.6 to Milepost 28.7 generates a loss amounting to $97,768 or $13,967 per carload.

Recommendation

It is recommended that the portion of the Allegheny Secondary Track from *Milepost 16.1 to Milepost 18.6* be included in the ConRail System.

Preliminary Recommendation

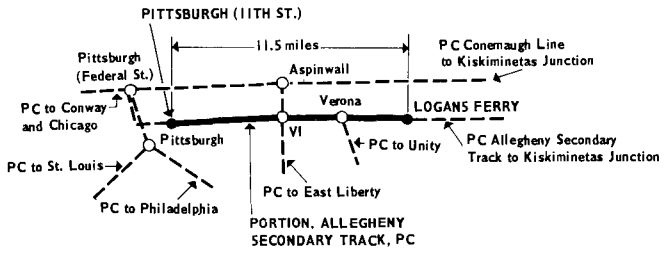
It is *not* recommended that the portion of the Allegheny Secondary Track from *Milepost 18.6 to Milepost 28.7* be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $97,768 or $13,967 per carload. Recovery of costs would require approximately a one hundred fold increase in traffic or a 5,655 percent rate increase over the 1973 levels.

PORTION OF ALLEGHENY SECONDARY TRACK

USRA Line No. 650a

Penn Central

This portion of the Allegheny Secondary Track, formerly part of the Pennsylvania RR, extends from *Pittsburgh* (Milepost 4.6) to *Logans Ferry, Pa.* (Milepost 16.1), a distance of *11.5 miles*, in Allegheny County, Pa.



A continuation of this line runs north to Kiskiminetas Jct. (which is also under study in this Report). At Pittsburgh, connections are made with lines diverging. This line was not described as potentially excess in the U.S. DOT Report (see Zone 76).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Verona	2,564
Oakmont	2,198
Barking	3
Total carloads generated by the line	4,765
Average carloads per week	91.6
Average carloads per mile	414.4
Average carloads per train	19.1
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	5
Locomotive horsepower	800
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that future plans for mass transit would be greatly affected by the abandonment of this line. One of the five proposed routes for the mass transit system runs from Pittsburgh to New Kensington, which is just north of Logan's Ferry.

Information for Line Retention Decision

Revenue received by PC		$1,544,602
Average revenue per carload	$324	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	262,347	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	23,118	
Cost incurred beyond the branch line	847,944	
Total variable (avoidable) cost		1,133,409
Net contribution (loss): Total		411,193
Average per carload	86	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on

available information, this upgrading would include the replacement of a total of 3,460 crossties (an average of 301 crossties per mile).

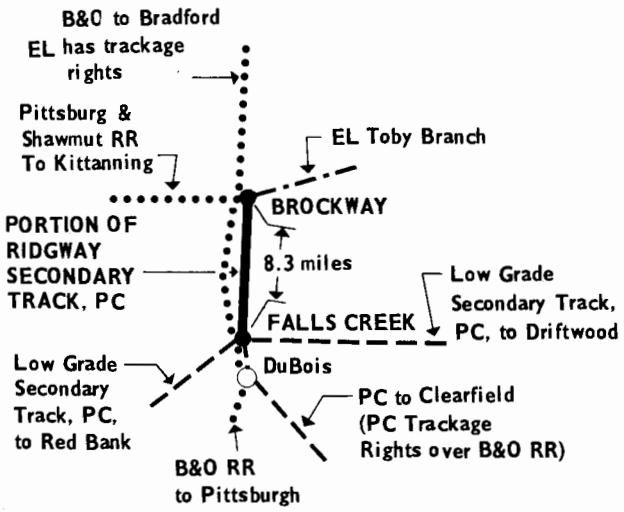
Recommendation

It is recommended that this portion of the Allegheny Secondary Track be included in the ConRail System.

PORTION OF RIDGWAY SECONDARY TRACK

USRA Line No. 651

Penn Central



This portion of the Ridgway Secondary Track, formerly part of the Pennsylvania RR, extends from *Brockway* (Milepost 19.0) to *Falls Creek, Pa.* (Milepost 27.3), a distance of *8.3 miles*, in Jefferson County, Pa. The Pittsburgh & Shawmut RR and the Erie Lackawanna Ry connect with this line at Brockway. This line continues south to Curwensville (via trackage rights over the B&O, which is also under study in this Report). The Low Grade Secondary Track, PC, connects at Falls Creek and runs west to Red Bank and east to Driftwood. The Baltimore & Ohio RR runs parallel to this line and continues north to Ridgway and south to Curwensville or Pittsburgh, forking near DuBois. This line was not described as potentially excess in the U.S. DOT Report (see Zone 74).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Brockway	2
Minns	627
Total carloads generated by the line	629
Average carloads per week	12.1
Average carloads per mile	75.8
Average carloads per train	5.2
1973 operating information:	
Number of round trips per year	120
Estimated time per round trip (hours)	9.0
Locomotive horsepower	2,000
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$161,597
Average revenue per carload	$257	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	131,575	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	8,126	
Cost incurred beyond the branch line	128,989	
Total variable (avoidable) cost		268,690
Net contribution (loss): total		(107,093)
Average per carload	(170)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 1,250 crossties (an average of 151 crossties per mile). An evaluation of coal reserves by USRA staff confirms there is an active coal loading facility (Minns Coal) on this line and traffic may increase.

Preliminary Recommendation

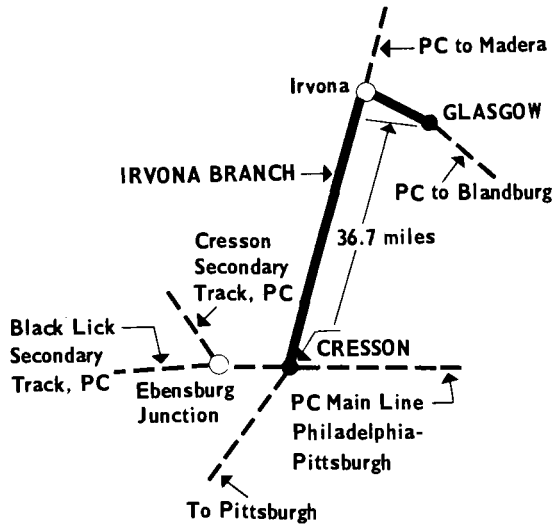
Although the preliminary recommendation is that this portion of the Ridgway Secondary Track not be included in the ConRail System, the possibility of minable coal must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $107,093 or $170 per carload. Recovery of costs would require approximately a three-fold increase in traffic or a 65 percent rate increase over the 1973 levels.

IRVONA BRANCH

USRA Line No. 653

Penn Central

The Irvona Branch, formerly part of the Pennsylvania RR, extends from *Cresson* (Milepost 0.0) to *Glas-*



gow, Pa. (Milepost 36.7), a distance of *36.7 miles*, in Clearfield and Cambria Counties, Pennsylvania. At Cresson this line connects with the Cresson Secondary Track and the Philadelphia-Pittsburgh Main Line, both PC. At Irvona it connects with a PC line to Madera, also under study in this report. This line was not described as potentially excess in the U.S. DOT Report (see Zones 74 and 78).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Glasgow	111
Coalport	0
Irvona	95
Ashville	4
Flinton	2
Caskey	0
Irvona Mine #1	1,649
Cammos Mine #1	2,792
Total carloads generated by the line	4,653
Average carloads per week	89.5
Average carloads per mile	126.8
Average carloads per train	31.0
1973 operating information:	
No. of round trips per year	150
Estimated time per round trip (hours)	12.0
Locomotive horsepower	2,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$1,484,885
Average revenue per carload	$319	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	467,736	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	35,789	
Cost incurred beyond the branch line	923,604	
Total variable (avoidable) cost		1,427,129
Net contribution (loss): total		57,756
Average per carload	12	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 4,743 crossties (an average of 129 crossties per mile).

An evaluation of coal reserves adjacent to this line by USRA and Penn Central staff indicates that there are active coal loading facilities along this branch.

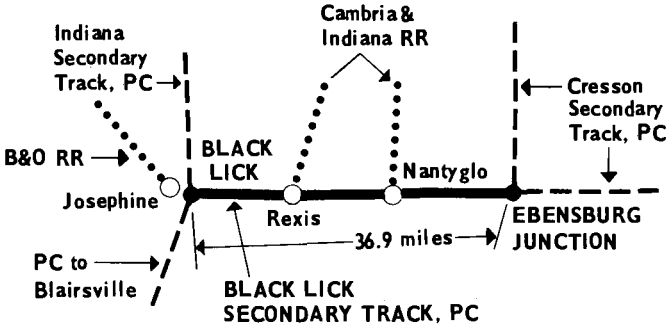
Recommendation

It is recommended that the Irvona Branch be included in the ConRail System.

BLACK LICK SECONDARY TRACK

USRA Line No. 655

Penn Central



The Black Lick Secondary Track, formerly part of the Pennsylvania RR, extends from *Ebensburg Junction* (Milepost 6.4), to *Black Lick, Pa.* (Milepost 43.3), a distance of *36.9 miles*, in Cambria and Indiana Counties, Pennsylvania. At Ebensburg Jct., the Cresson Secondary Track, PC, runs eastward to Cresson and north to Bradley Junction. The Cambria & Indiana Railroad connects with this line at Nantyglo and Raxis. At Black Lick the Indiana Secondary Track, PC, runs north to Indiana and south to Blairsville. The former section is also under study in this Report. The Baltimore & Ohio Railroad serves Josephine (near Black Lick) from Punxsutawney. This line was not described as potentially excess in the U.S. DOT Report (see Zones 74 and 78).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Ebensburg	5,343
Nantyglo	43,805
Vintondale	1
Rexis	6
Dilltown	0
Dias	9
Heshbon	1
Josephine	1
Black Lick	101
Total carloads generated by the line	49,267
Average carloads per week	947.4
Average carloads per mile	1,335.2
Average carloads per train	98.5
1973 operating information:	
Number of round trips per year	500
Estimated time per round trip (hours)	8.0
Locomotive horsepower	14,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$13,302,974
Average revenue per carload	$270	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	1,469,592	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	19,423	
Cost incurred beyond the branch line	8,618,019	
Total variable (avoidable) cost		10,107,034
Net contribution (loss): total		3,195,940
Average per carload	65	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 2,500 crossties (an average of 68 crossties per mile). An evaluation of coal reserves by USRA and Penn Central Staff indicates there are active loading facilities on this line and traffic may increase (Vinton Colliery No. 6; Oneida Mining Co. No 4; North Cambria Fuel Co.; and North American Coal Co.). Furthermore, this track is used as a route for interchange with the Cambria & Indiana RR, and as a route for moving unit coal trains either westward or eastward for movement beyond, on the PC Pittsburgh to Philadelphia line. A new unit train from Oneida Mine moves over this line.

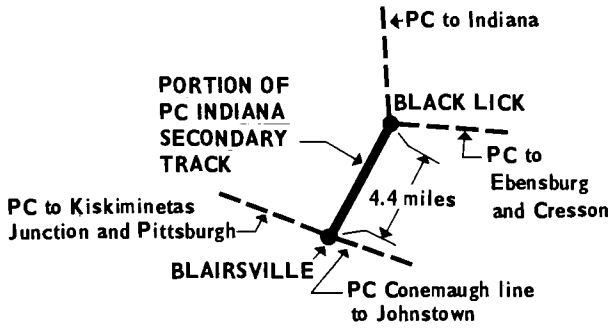
Recommendation

It is recommended that the Black Lick Secondary Track be included in the ConRail System.

PORTION OF INDIANA SECONDARY TRACK

USRA Line No. 655a

Penn Central



This portion of the Indiana Secondary Track, formerly part of the Pennsylvania RR, extends from *Blairsville* (Milepost 2.9), to *Black Lick, Pa.* (Milepost 7.3), a distance of *4.4 miles*, in Indiana County, Pa. At Blairsville this line connects with Penn Central, Conemaugh line. At Black Lick PC branches from Indiana and Ebensburg converge, both of which are also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 74).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Smith	1
Total carloads generated by the line	1
Average carloads per week	0.02
Average carloads per mile	0.2
Average carloads per train	0.5
1973 operating information:	
Number of round trips per year	2
Estimated time per round trip (hours)	2
Locomotive horsepower	2,000
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$263
Average revenue per carload	$263	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	28,337	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	4,544	
Cost incurred beyond the branch line	394	
Total variable (avoidable) cost		33,275
Net contribution (loss): Total		(33,012)
Average per carload	(33,012)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 600 crossties (an average of 136 crossties per mile.

An evaluation of coal reserves by USRA staff indicates this line is currently used as a high volume through route for coal shipments. Therefore, this segment is still being considered for feeder service connectivity.

Preliminary Recommendation

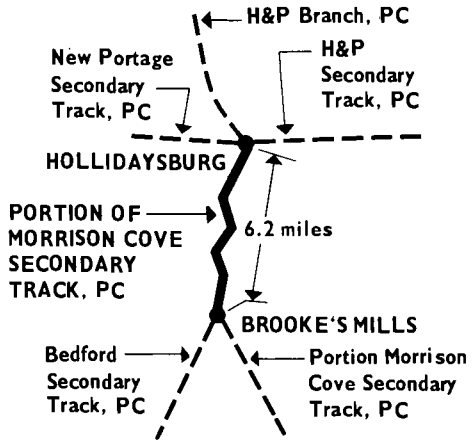
It is *not* recommended that this portion of the Indiana Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $33,012 or $33,012 per carload. Recovery of costs would require both an increase in traffic and a rate increase over the 1973 levels.

PORTION OF MORRISON COVE SECONDARY TRACK

USRA Line No. 656

Penn Central

This portion of the Morrison Cove Secondary Track, formerly part of the Pennsylvania RR, extends from *Hollidaysburg* (Milepost 8.0), to *Brooke's Mills, Pa.* (Milepost 14.2), a distance of *6.2 miles*, in Blair County, Pennsylvania. A continuation of this line runs from Brooke's Mills to Martinsburg (also under study in this Report). The Bedford Secondary Track connects with this line at Brooke's Mills and is also under study in this Report. At Hollidaysburg, the H&P Secondary Track, the H&P Branch, and the New Portage Secondary Track, all connect with this P.C. line. This line was not described as potentially excess in the U.S. DOT Report (see Zone 79).



Information for Line Retention Decision

This line does not directly serve any shippers. It is used to serve traffic generated on USRA line numbers 216 and 657. The Recommendation is that these segments be included in ConRail.

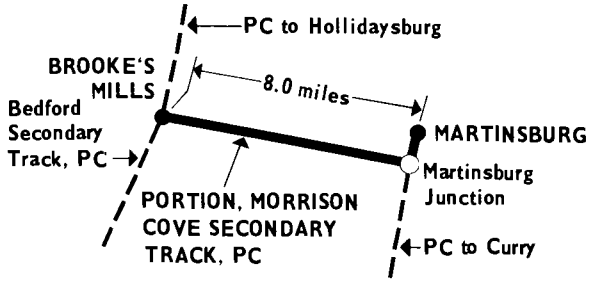
Recommendation

It is recommended that this portion of the Morrision Cove Secondary Track be included in the ConRail System.

PORTION OF MORRISON COVE SECONDARY TRACK

USRA Line No. 657

Penn Central



This portion of the Morrison Cove Secondary Track, formerly part of the Pennsylvania RR, extends from *Brooke's Mills* (Milepost 14.2) to *Martinsburg, Pa.* (Milepost 22.2), a distance of *8.0 miles*, in Blair County, Pa. A continuation of this line runs from Brooke's Mills to Hollidaysburg (also under study in this Report). Also at Brooke's Mills, this line connects with the Bedford Secondary Track, PC (also under study in this Report). At Martinsburg Junction, this line continues on to Curry (which sector is also under study in this Report). This line was not described as potentially excess in the U.S. DOT Report (see Zone 79).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
McKee	2
Roaring Springs	1,126
Martinsburg	243
Total carloads generated by the line	1,371
Average carloads per week	26.4
Average carloads per mile	171.4
Average carloads per train	13.7
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	4.0
Locomotive horsepower	1,200
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicates that Martinsburg Milling Co. generated 90 carloads of feed grains in 1973; Ober's Feed Store generated 32 carloads in 1973, Spring Cove Packers generated 81 carloads; Young's Inc. is projecting 150 carloads, and Appleton Paper Co. (Div. of National Cash Register) estimated 958 carloads in 1973 and is projecting 1,237 carloads. Information submitted at the Altoona hearing from Robert A. Halloran, Southern Alleghenies Planning & Development Commission, indicates both the Roaring Spring Blank Paper Co. and the Appleton Paper plant could not survive without rail service.

Information for Line Retention Decision

Revenue received by PC		$663,468
Average revenue per carload	$484	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	111,915	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	9,270	
Cost incurred beyond the branch line	366,056	
Total variable (avoidable) cost		487,241
Net contribution (loss): total		176,227
Average per carload	129	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 950 crossties (an average of 119 crossties per mile).

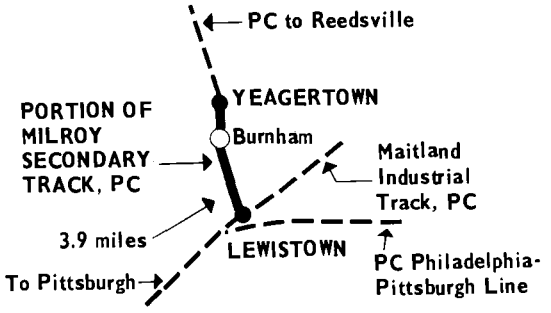
Recommendation

It is recommended that this portion of the Morrison Cove Secondary Track be included in the ConRail System.

PORTION OF MILROY SECONDARY TRACK

USRA Line No. 658

Penn Central



This portion of the Milroy Secondary Track, formerly part of the Pennsylvania RR, extends from *Lewistown* (Milepost 0.0) to *Yeagertown, Pa.* (Milepost 3.9), a distance of *3.9 miles*, in Mifflin County, Pa. A continuation of this line runs north from Yeagertown to Reedsville (also under study in this report). At Lewistown this line connects with the PC Philadelphia-Pittsburgh line and the Maitland Industrial Track, PC, the latter also under study. This line was not described as potentially excess in the U.S. DOT Report (see Zone 80).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Burnham	3,266
Yeagertown	1
Lewistown[1]	41
Total carloads generated by the line	3,308
Average carloads per week	63.8
Average carloads per mile	848.2
Average carloads per train	15.0
1973 operating information:	
Number of round trips per year	220
Estimated time per round trip (hours)	6
Locomotive horsepower	1,200
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" noted that rail service was inadequate because shippers could not get the cars they needed. Information received from the State of Pennsylvania's Response to the DOT Report indicates that annual traffic on the line totals 4,170 carloads.

Information for Line Retention Decision

Revenue received by PC		$1,853,026
Average revenue per carload	$560	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	195,027	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	6,315	
Cost incurred beyond the branch line	852,341	
Total variable (avoidable) cost		1,053,656
Net contribution (loss) total		799,370
Average per carload	241	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 500 crossties (an average of 128 crossties per mile).

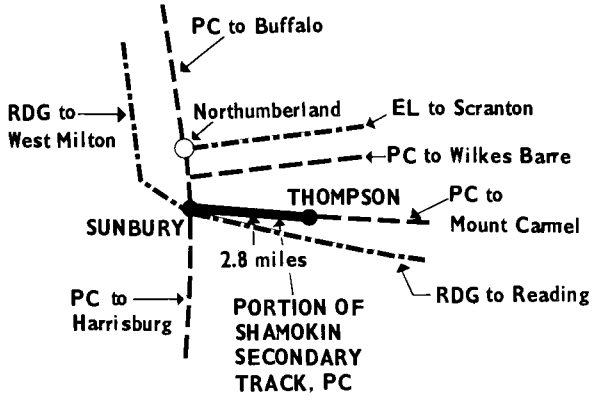
Recommendation

It is recommended that this portion of the Milroy Secondary Track be included in the ConRail System.

PORTION OF SHAMOKIN SECONDARY TRACK

USRA Line No. 659

Penn Central



This portion of the Shamokin Secondary Track formerly part of the Pennsylvania RR, extends from *Sunbury* (Milepost 0.0) to *Thompson, Pa.* (Milepost 2.8), a distance of *2.8 miles*, in Northumberland County, Pa. A continuation of this line runs from Thompson to Mount Carmel (also under study in this Report). At Sunbury the Harrisburg-Buffalo line connects with this line. Also at Sunbury, the Reading Railroad intersects the Harrisburg-Buffalo line and runs eastward to Shamokin, parallel to this line. This line was not described as potentially excess in the U.S. DOT Report (see Zone 82).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this Line: Sunbury[1]	113
Total carloads generated by the line	113
Average carloads per week	2.2
Average carloads per mile	40.4
Average carloads per train	2.2
1973 operating information:	
Number of round trips per year	52
Estimate time per round trip (hours)	4
Locomotive horsepower	2,000
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shipping, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that a major anthracite coal reserve runs through this zone. The possibility of future energy shortages has increased the likelihood that anthracite may again be extracted in large quantities.

Information for Line Retention Decision

Revenue received by PC		$57,511
Average revenue per carload	$509	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	35,659	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	3,555	
Cost incurred beyond the branch line	29,366	
Total variable (avoidable) cost		68,580
Net contribution (loss): total		(11,069)
Average per carload	(98)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed at 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 180 crossties (an average of 64 crossties per mile).

At this time, USRA has found no evidence of economically recoverable reserves of anthracite which would be totally dependent upon this line.

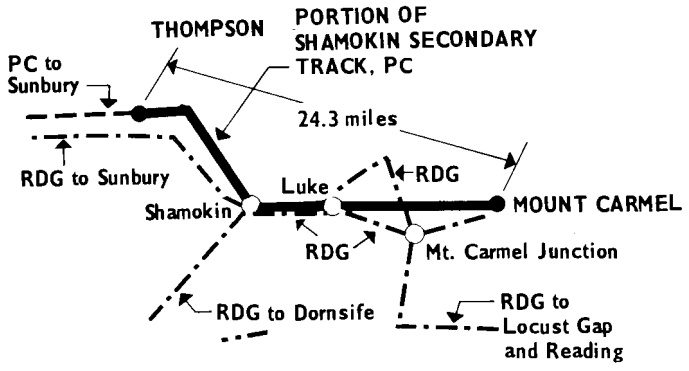
Preliminary Recommendation

It is *not* recommended that this portion of the Shamokin Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic revenue and cost levels, this line generates an annual excess financial burden amounting to $11,069 or $98 per carload. Recovery of costs would require approximately a 40 percent increase in traffic or a 19 percent rate increase over the 1973 levels.

PORTION OF SHAMOKIN SECONDARY TRACK

USRA Line No. 659a

Penn Central



This portion of the Shamokin Secondary Track, formerly part of the Pennsylvania RR, extends from *Thompson* (Milepost 2.8) to *Mount Carmel, Pa.* (Milepost 27.1), a distance of *24.3 miles*, in Northumberland County, Pa. A continuation of this line runs from Thompson to Sunbury (also under study in this Report). The Reading Railroad runs parallel to this line between Mount Carmel and Sunbury. This line was not described as potentially excess in the U.S. DOT Report (see Zone 82).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Snydertown	2
Paxinos	106
Shamokin	3,081
Locust Gap Jct	9
Sagon Jct	0
Mt. Carmel	6
Total carloads generated by the line	3,204
Average carloads per week	61.6
Average carloads per mile	131.9
Average carloads per train	21.4
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	10.0
Locomotive horsepower	2,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC	$636,430
Average revenue per carload	$199
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	$318,886
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	22,785
Cost incurred beyond the branch line	498,771
Total variable (avoidable) cost	$840,442
Net contribution (loss): total	(204,012)
Average per carload	(64)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 1,620 crossties (an average of 67 crossties per mile). An evaluation of the coal reserves by USRA staff indicates this line is currently used as a through-route for coal shipments. Coal shippers on this line are: Glen Barn, Colliery, Sun Operation, Hoover Coal, and Split Vein Coal Company.

Preliminary Recommendation

It is *not* recommended that this portion of the Shamokin Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $204,012 or $64 per carload. Recovery of costs would require approximately a 145 percent increase in traffic or a 32 percent rate increase over the 1973 levels. Before the Final Recommendation is prepared, the need for this line to serve fossil fuel will be re-evaluated.

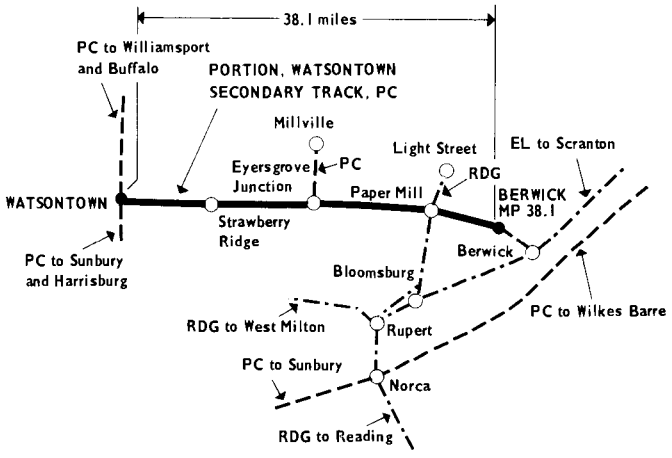
ConRail could provide service to many of the stations and industries on this line segment from the parallel RDG line. This possibility will be evaluated.

PORTION OF WATSONTOWN SECONDARY TRACK

USRA Line No. 660

Penn Central

This portion of the Watsontown Secondary Track, formerly part of the Pennsylvania RR, extends from *Watsontown* (Milepost 0.0), to *Berwick, Pa.* (Milepost 38.1), a distance of *38.1 miles*, in Northumberland, Montour and Columbia Counties, Pennsylvania. This line continues eastward for a short distance at Berwick (which is also under study in this Report). The line connects with the Harrisburg-to-Buffalo line of the PC at Watsontown. The Millville Branch, PC, connects with this line at Eyersgrove Junction also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 82).



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Turbotville	35
Schuyler	23
Ottawa	10
Strawberry Ridge	28,935
Eyersgrove Junction	0
Light Street	11
Berwick	1,407
Total carloads generated by the line	30,421
Average carloads per week	585.0
Average carloads per mile	798.5
Average carloads per train	89.0
1973 Operating information:	
Number of round trips per year	342
Estimated time per round trip (hours)	12
Locomotive horsepower	2,000
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." USRA staff received correspondence from Philco Ford concerning service to its Watsontown plant employing 1,500 people. USRA also received a letter from the P.P.&L. Company saying that 29,526 carloads of coal are shipped over this line to the company's Montour Power Plant. There is a projected increase in coal used by that plant. The plant is located at Strawberry Ridge.

Information for Line Retention Decision

Revenue received by PC		$6,714,774
Average revenue per carload	$221	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	891,650	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	87,851	
Cost incurred beyond the branch line	$4,959,458	
Total variable (avoidable) cost		$5,938,959
Net contribution (loss): total		775,815
Average per carload	26	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 10,500 crossties (an average of 276 crossties per mile). Penn Central Industrial Develop. Dept. has informed USRA that a bulk fertilizer plant is under construction on this line and will result in an estimated 100 carloads of new business.

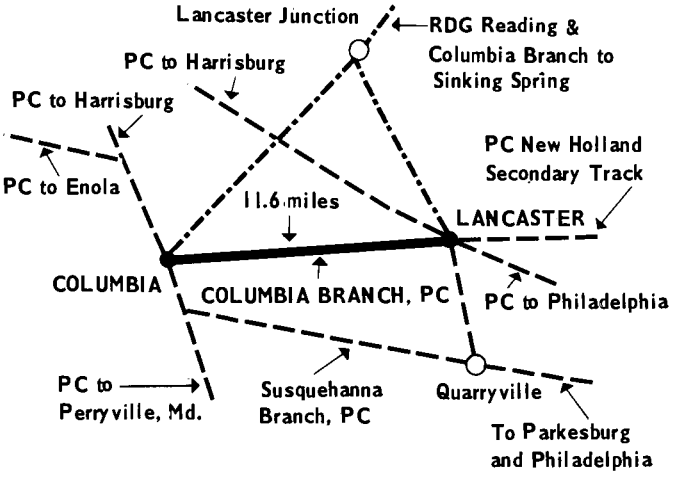
Recommendation

It is recommended that this portion of the Watsontown Secondary Track be included in the ConRail System.

COLUMBIA BRANCH

USRA Line No. 661

Penn Central



The Columbia Branch, formerly part of the Pennsylvania RR, extends from *Lancaster* (Milepost 68.5), to *Columbia, Pa.* (Milepost 80.1), a distance of *11.6 miles*, in Lancaster County, Pennsylvania. At Columbia this line connects with the Susquehanna Branch, PC. At Lancaster this line connects with the following lines which are also under study in this Report: Quarryville Track, PC, to Quarryville; New Holland Secondary Track, PC, to New Holland; Reading and Columbia Branch, RDG, to Lancaster Junction; the Philadelphia-Pittsburgh, PC line, running east to Parkesburg and west to Royalton. This line was not described as potentially excess in the U.S. DOT Report (see Zone 67).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Rohrerstown	4,115
Mountville	367
Lancaster [1]	292
Columbia [1]	7
Total carloads generated by the line	4,781
Average carloads per week	91.9
Average carloads per mile	412.2
Average carloads per train	15.9
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	12
Locomotive horsepower	1,750
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." USRA Staff has learned that businesses at Columbia cannot be serviced by the Reading as the interchange between the Reading and the Penn Central was destroyed in 1972 by Agnes.

Information for Line Retention Decision

Revenue received by PC		$1,953,013
Average revenue per carload	$409	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	350,849	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	1,359,967	
Total variable (avoidable) cost		1,710,816
Net contribution (loss): Total		242,197
Average per carload	51	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Recommendation

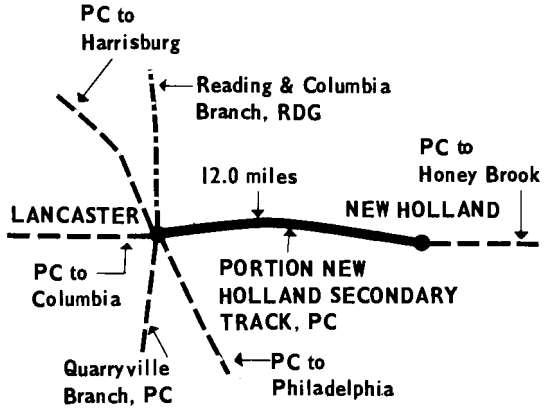
It is recommended that the Columbia Branch be included in the ConRail System.

PORTION OF NEW HOLLAND SECONDARY TRACK

USRA Line No. 662

Penn Central

This portion of the New Holland Secondary Track, formerly part of the Pennsylvania RR, extends from *New Holland* (Milepost 28.0), to *Lancaster, Pa* (Mile-



post 40.0) a distance of *12.0 miles*, in Lancaster County, Pennsylvania. A continuation of this line runs from New Holland to Honey Brook (also under study in this Report). At Lancaster, this line connects with the PC Line Philadelphia-Pittsburgh, running east to Parkesburg and Philadelphia and west to Royalton and Harrisburg. This line was not described as potentially excess in the U.S. DOT Report (see Zone 67).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
New Holland [1]	3,199
Leola	1,181
Lancaster [1]	346
Total carloads generated by the line	4,726
Average carloads for week	90.9
Average carloads for mile	393.8
Average carloads per train	18.9
1973 operation information:	
Number of round trips per year	250
Estimated time per round trip (hours)	8.0
Locomotive horsepower	1750
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$1,806,087
Average revenue per carload	$383	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	284,303	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	1,333,037	
Total variable (avoidable) cost		1,617,340
Net contribution (loss): total		188,747
Average per carload	40	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

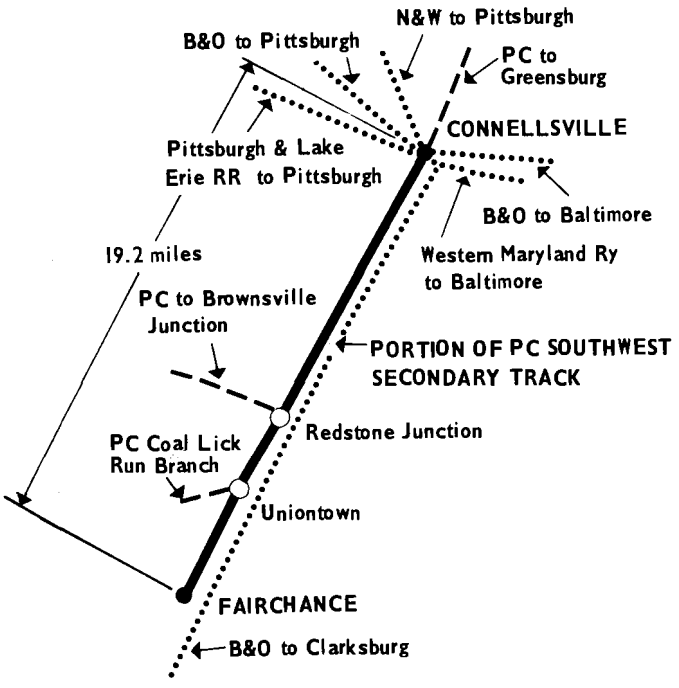
Recommendation

It is recommended that this portion of the New Holland Secondary Track be included in the ConRail System.

PORTION OF SOUTHWEST SECONDARY TRACK

USRA Line No. 663

Penn Central



This portion of the Southwest Secondary Track, formerly part of the Pennsylvania RR, extends from *Connellsville* (Milepost 25.0), to *Fairchance, Pa.* (Milepost 44.2), a distance of *19.2 miles*, in Fayette County, Pennsylvania. At Reading Junction this line connects with the Redstone Secondary Track of the PC, also under study in this Report. It also connects with B&O Connellsville-to-Fairmont Branch, the N&W line to Pittsburgh, and the Western Maryland line to Baltimore at Connellsville. This line also connects with the P&LE's branch to McKeesport at Connellsville. This line was not described as potentially excess in the U.S. DOT Report (see Zone 77).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Watts transfer	416
Dunbar	8
Mount Braddock	4
Stambaugh	0
Uniontown[1]	305
Hutchinson Siding	2
Fairchance	9
Laughead Ovens	288
Total carloads generated by the line	1,032
Average carloads per week	19.9
Average carloads per mile	53.8
Average carloads per train	6.9
1973 Operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	7
Locomotive horsepower	5,000
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$361,125
Average revenue per carload	$349	
Variable (avoidable) cost of continued service:		
Cost incurred on the banch line	234,033	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	50,045	
Cost incurred beyond the branch line	247,731	
Total variable (avoidable) cost		531,809
Net contribution (loss): total		(170,684)
Average per carload	(165)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 9,600 crossties (an average of 500 crossties per mile).

An evaluation of coal reserves by USRA confirms there is an active loading facility (Laughead-Ovens) on this line and traffic may increase.

Preliminary Recommendation

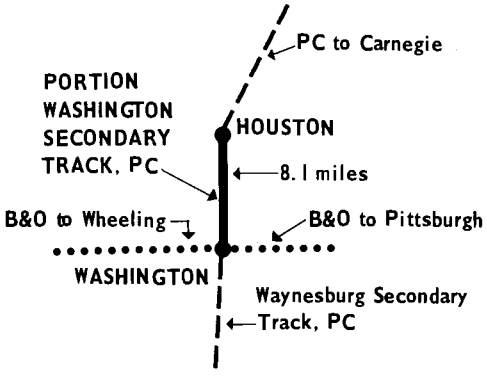
Although the preliminary recommendation is that this portion of the Southwest Secondary Track not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting

to $170,684 or $165 per carload. Recovery of costs would require approximately a 150 percent increase in traffic or a 165 percent rate increase over the 1973 levels.

PORTION OF WASHINGTON SECONDARY TRACK

USRA Line No. 664

Penn Central



This portion of the Washington Secondary Track, formerly part of the Pennsylvania RR, extends from *Houston* (Milepost 15.5), to *Washington, Pa.* (Milepost 23.6), a distance of *8.1 miles*, in Washington County, Pennsylvania. A continuation of this line extends north from Houston to Carnegie. At Washington, this line connects with the Waynesburg Secondary Track, PC, to Waynesburg (also under study in this Report) and with the Baltimore & Ohio RR. This line was not described as potentially excess in the U.S. DOT Report (see Zone 76).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Meadow Lands	315
Arden	121
Washington	379
Total carloads generated by the line	815
Average carloads per week	15.7
Average carloads per mile	100.5
Average carloads per train	5.4

1973 operating information:

Number of round trips per year	150
Estimated time per round trip (hours)	6.0
Locomotive horsepower	1,200
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report".

Information for Line Retention Decision

Revenue received by PC		$280,083
Average revenue per carload	$344	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	136,112	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	24,523	
Cost incurred beyond the branch line	161,716	
Total variable (avoidable) cost		322,351
Net contribution (loss): total		(42,268)
Average per carload	(52)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 4,000 crossties (an average of 494 crossties per mile). An evaluation of coal reserves by USRA indicates there may be reserves adjacent to this line. The exact nature of the reserves and the probability of mines opening in the near future cannot be assessed at this time.

Preliminary Recommendation

It is *not* recommended that this portion of the Washington Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $42,268 or $52 per carload. Recovery of costs would require approximately an 85 per cent increase in traffic or a 15 per cent rate increase over the 1973 levels.

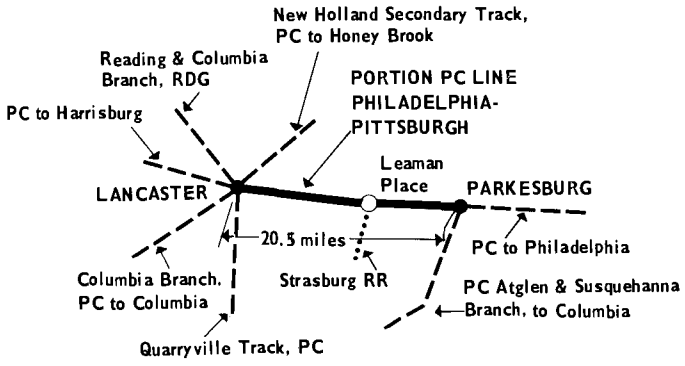
Costs may also be reduced by reduced frequency, although this alone will *not* make the line viable.

PORTION OF PHILADELPHIA-PITTSBURGH LINE

USRA Line No. 691

Penn Central

This portion of the Philadelphia-Pittsburgh Line, formerly part of the Pennsylvania RR, extends from *Parkesburg* (Milepost 44.0), to *Lancaster, Pa.* (Milepost 64.5), a distance of *20.5 miles*, in Chester and Lancaster Counties, Pennsylvania. Continuations of this line extends eastward from Parkesburg to Philadelphia and westward from Lancaster to Pittsburgh. The Lancaster-Royalton portion of the westward continuation is also under study in this Report. Connections include: the PC Susquehanna Branch at Parkesburg; the Strasburg RR at Leaman Place; and at Lancaster with the PC's New Holland Secondary Track, Columbia Branch,



and Quarryville Track. All of these connections at Lancaster are under study in this Report. The Reading's Reading and Columbia Branch also connects at Lancaster and is under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zones 66 and 67).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Atglen	95
Christiana	51
Gap	11
Vintage	0
Leaman Place	456
Bird-in-Hand	144
Witmer	60
Gordonville	187
Total carloads generated by the line	1,004
Average carloads per week	19.3
Average carloads per mile	49.0
Average carloads per train	20.1
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	10.0
Locomotive horsepower	1,750
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." USRA staff has discussed the possibility, with both SEPTA and Amtrak, that these agencies may wish to purchase, lease, or otherwise acquire segments of track such as this for passenger service as provided in the Regional Rail Reorganization Act. The subject has also been discussed by USRA staff with the State of Pennsylvania at the technical briefings given by USRA.

Information for Line Retention Decision

Revenue received by PC	$435,232
Average revenue per carload	$434
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	$197,908
Cost of upgrading branch line to FRA class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line	322,663
Total variable (avoidable) cost	$520,571
Net contribution (loss): total	(85,339)
Average per carload	(85)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

Preliminary Recommendation

It is *not* recommended that *freight services* be provided over this portion of the Philadelphia-Pittsburgh Line by the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $85,339 or $85 per carload. Recovery of costs would require approximately a 75 per cent increase in traffic or a 20 per cent rate increase over the 1973 levels

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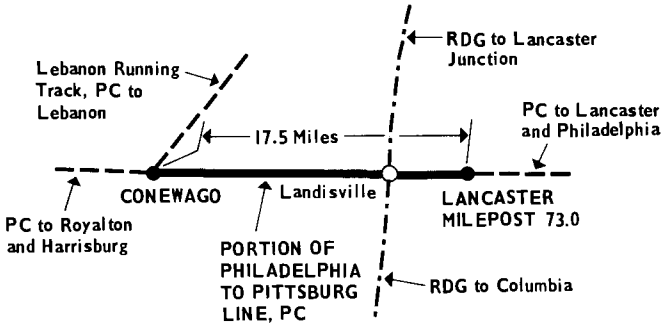
PORTION OF PHILADELPHIA-PITTSBURGH LINE

USRA Line No. 691a

Penn Central



This portion of the Philadelphia-Pittsburgh line, formerly part of the Pennsylvania RR, extends from *West of Lancaster* (Milepost 73.0) to *Conewago, Pa.* (Milepost 90.5), a distance of *17.5 miles*, in Lancaster County, Pa. This line continues east to Lancaster and west to Royalton, Pa., with both continuations also under study in this Report. At *Lancaster* this line intersects a portion of the Reading and Columbia branch of the Reading, and at Conewago Junction it connects with the Lebanon Running Track of the PC. Both of these connecting lines are under study in this

Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 67). It was studied because of the reroute of through freight services from this line.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Landisville	50
Salunga	0
Mt. Joy	958
Florin	184
Rheems	211
Elizabethtown	995
Total carloads generated by the line	2,398
Average carloads per week	46.1
Average carloads per mile	137.0
Average carloads per train	9.6
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip	10.0
Locomotive horsepower	1,750
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation Rail Service Report" indicated that Agway generated 123 carloads in 1973.

Information for Line Retention Decision

Revenue received by PC		$1,089,590
Average revenue per carload	$454	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	317,502	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	611,840	
Total variable (avoidable) cost		929,342
Net contribution (loss): total		160,248
Average per carload	67	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). The Conewago Industrial Park, not yet completed, is expected to generate 4,000 carloads by 1979. Also, the Middletown Area Association has plans for a sewage treatment facility to be built in conjunction with the Conewago Industrial Park.

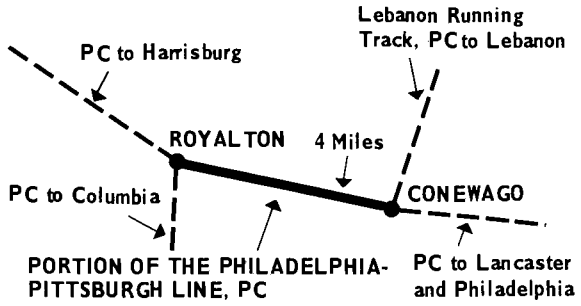
Recommendation

It is recommended that this portion of the Philadelphia to Pittsburgh line be included in the ConRail System.

PORTION OF THE PHILADELPHIA-PITTSBURGH LINE

USRA Line No. 691b

Penn Central



This portion of the Philadelphia-Pittsburgh Line, formerly part of the Pennsylvania RR, extends from *Conewago* (Milepost 90.5) to *Royalton, Pa.* (Milepost 94.5), a distance of *4 miles*, in Dauphin County, Pennsylvania. A continuation of this line runs eastward to Lancaster which is also under study in this Report. At Conewago this line connects with the Lebanon Running Track, PC, which is also under study in this Report. At Royalton, this line continues westward to Harrisburg and connects with the Susquehanna Branch PC. This line was not described as potentially excess in the U.S. DOT Report (see Zones 67 and 81).

Information for Line Retention Decision

This line serves no shippers and is not required to serve any line recommended for inclusion in the ConRail System. Information from USRA and Penn Central staff indicates through service only—no local service. Amtrak presently uses this route for intercity trains to and from the midwest, as well as for Harrisburg-Philadelphia service.

Preliminary Recommendation

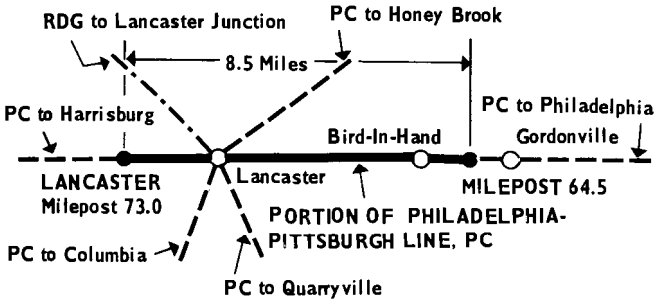
It is *not* recommended that this portion of the Philadelphia to Pittsburgh line be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. ConRail through freights will not be routed over this segment.

PORTION OF PHILADELPHIA-PITTSBURGH LINE

USRA Line No. 691c

Penn Central

This portion of the Philadelphia-Pittsburgh line, formerly part of the Pennsylvania RR, Milepost 64.5



to Milepost 73.0, *at Lancaster, Pa.* a distance of *8.5 miles*, in Lancaster County, Pennsylvania. A continuation of this line runs eastward to Philadelphia and westward to Harrisburg. These continuations are under study in this Report, between Parkesburg and Royalton, Pa. At Lancaster, this line connects with the Reading and Columbia Branch of the Reading and the Columbia Branch and Quarryville Track of the PC, all of which are also under study in this Report. It also connects at Lancaster with the PC New Holland Secondary Track, which is under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 67).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

This segment was studied because of the recommended removal of ConRail through freight services on this line.

Recommendation

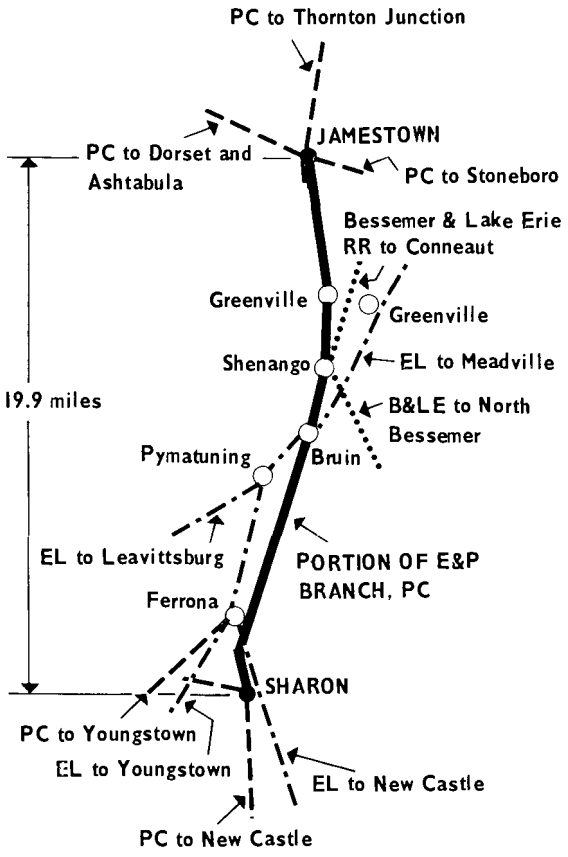
This line segment will continue to receive local freight service from the proposed through route at Columbia, Pa.

ERIE & PITTSBURGH BRANCH

USRA Line No. 712

Penn Central

This portion of the Erie & Pittsburgh Branch, formerly part of the Pennsylvania RR, extends from *Sharon* (Milepost 70.6) to *Jamestown, Pa.* (Milepost 90.5), a distance of *19.9 miles*, in Mercer County, Pa. This line continues south from Sharon to New Castle. The PC Sharon Branch to Youngstown connects at Wheatland and the PC Stoneboro Branch connects at Jamestown. The EL Youngstown line runs parallel from RD Yard to Greenville (another PC line extends



from Jamestown to Thornton Junction). The Sharon Branch is also under study in this Report. The Bessemer & Lake Erie RR connects at Shenango. This line was not studied in the U.S. DOT Report (see Zone 75).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Sharpsville	597
Transfer	0
Shenango	37
Greenville	552
Total carloads generated by the line	1,186
Average carloads per week	22.8
Average carloads per mile	59.6
Average carloads per train	4.3
1973 operating information:	
Number of round trips per year	275
Estimated time per round trip (hours)	6
Locomotive horsepower	1,700
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." Information received from the Penn Central indicates that Shenango, Inc. handled 1,200–1,500 outbound cars per year and that the EL

Railroad brings in all of their raw steel direct from furnaces at Sharon.

Information for Line Retention Decision

Revenue received by PC		$331,438
Average revenue per carload	$279	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	277,959	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	230,821	
Total variable (avoidable) cost		508,780
Net contribution (loss): total		(177,342)
Average per carload	(150)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

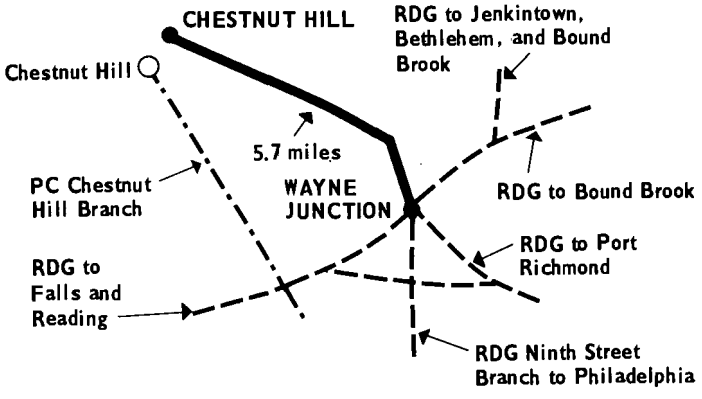
Preliminary Recommendation

It is *not* recommended that this portion of the Erie & Pittsburgh Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $177,342 or $150 per carload. Recovery of costs would require approximately a 180 percent increase in traffic or a 50 percent rate increase over the 1973 levels.

CHESTNUT HILL BRANCH

USRA Line No. 903

Reading Railroad



The Chestnut Hill Branch, extends from *Wayne Junction* (Milepost 5.1), to *Chestnut Hill, Pa.* (Milepost 10.8) a distance of *5.7 miles*, in Philadelphia County, Pennsylvania. At Wayne Junction, this line connects with the RDG Ninth Street Branch. Chestnut Hill is also served by the PC Chestnut Hill Branch, also under study in this Report as potentially excess. This line was described as potentially excess in the U.S. DOT Report (see Zone 66).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Germantown	142
Chestnut Hill	1
Total carloads generated by the line	143
Average carloads per week	2.8
Average carloads per mile	25.1
Average carloads per train	.91
1973 operating information:	
Number of round trips per year	156
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that this Reading Branch serves 6,000 daily commuters as part of the SEPTA system. Reading operates this service under contract with SEPTA. Local officials insisted that the right-of-way must be preserved for SEPTA's use in the event ConRail does not have this line within the ConRail Final System Plan. The P.U.C. estimated that this line generates 145 carloads per mile each year. Pennsylvania's reponse indicated that the annual freight traffic on this line is above the DOT carload standard. Pennsylvania also cited a number of factors which would inhibit firms from easily switching from rail service to truck service. USRA staff has met several times with SEPTA to discuss SEPTA's requirements for continuation of passenger service on this line, as well as the possible acquisition of the branch by SEPTA. SEPTA is currently preparing an inventory of its suburban facility requirements which will be used in future discussions about the future of this and other Philadelphia area lines.

Information for Line Retention Decision

Revenue received by RDG		$11,830
Average revenue per carload	$83	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	52,341	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	11,505	
Total variable (avoidable) cost		63,846
Net contribution (loss): total		(52,016)
Average per carload	(363)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's

minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

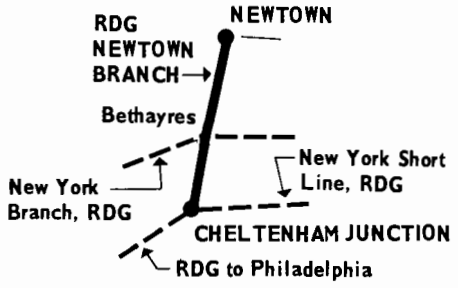
Preliminary Recommendation

It is *not* recommended that this portion of the Chestnut Hill Branch be included in the ConRail System for *freight service*. Passenger service will remain. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $52,016 or $363 per carload. Recovery of costs would require approximately a two hundred-fold increase in traffic or a 430 percent rate increase over 1973 levels.

PORTION OF NEWTOWN BRANCH

USRA Line No. 904

Reading



The Newtown Branch extends from *Cheltenham Junction* (Milepost 8.6) to *Newtown, Pa.* (Milepost 26.4), a distance of *17.8 miles*, in Philadelphia, Montgomery, and Bucks Counties, Pennsylvania. This line connects at Cheltenham Junction with the New York Short Line between Newtown Junction and Neshaminy Falls. The Reading Company operates suburban passenger service over this line under contract to the Southeastern Pennsylvania Transportation Authority. This line was described as potentially excess in the U.S. DOT Report (see Zone 66).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Southampton	14
Newtown	107
Total carloads generated by the line	121
Average carloads per week	2.3
Average carloads per mile	7.9
Average carloads per train	2.3
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	3.0
Locomotive horsepower	1,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Lovelle Aircraft's rail usage has been infrequent in the past, but the company recently signed a contract with the U.S. Department of Defense which will necessitate the use of rail service. The Frost-Watson Lumber Co. stated trucking lumber through residential areas is impossible. This branch is also utilized for commuter service between Philadelphia and Newtown with an estimated 500 daily passengers. Pennsylvania's response indicates this passenger figure has increased dramatically during the last few years due to the energy crisis. Pennsylvania's response also indicates the Frost-Watson Lumber Co. has just completed an expansion of their facilities constructed under the assumption of continued rail service.

Information for Line Retention Decision

Revenue received by RDG		$14,962
Average revenue per carload	$124	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	[1] 51,324	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	11,756	
Total variable (avoidable) cost		63,080
Net contribution (loss): total		(48,118)
Average per carload	(398)	

[1] Excludes maintenance costs due to the existence of commuter services.

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

Preliminary Recommendation

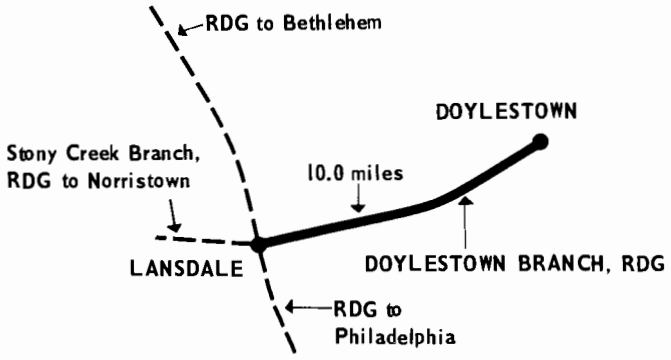
It is *not* recommended that *freight service* be provided over this portion of the Newtown Branch by the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $48,118 or $398 per carload. Recovery of costs would require approximately a fifteen-fold increase in traffic or a 320 percent rate increase over the 1973 levels.

DOYLESTOWN BRANCH

USRA Line No. 905

Reading Railroad

The Doylestown Branch, extends from *Lansdale* (Milepost 0.0) to *Doylestown, Pa.* (Milepost 10.0), a distance of *10.0 miles*, in Bucks and Montgomery Coun-



ties, Pennsylvania. At Lansdale, this line connects with the Reading's Philadelphia-to-Bethlehem line and Stony Creek Branch. This line was described as potentially excess in the U.S. DOT Report (see Zone 66).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Colmar	56
Chalfont	98
New Britain	0
Doylestown	275
Total carloads generated by the line	429
Average carloads per week	8.3
Average carloads per mile	42.9
Average carloads per train	2.8
1973 operating information:	
Number of round trips per year	156
Estimated time per round trip (hours)	3
Locomotive horsepower	1,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the local firms and government officials regard the line as essential to the area. SEPTA indicated that lines no longer viable from a freight standpoint would still be needed for commuter service.

Information for Line Retention Decision

Revenue received by Reading		$61,786
Average revenue per carload	$144	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	110,385	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	45,584	
Total variable (avoidable) cost		155,969
Net contribution (loss): total		(94,183)
Average per carload	(220)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards. (Class I track, which has a maximum safe operating speed of 10 m.p.h.). F. D. Hartzel's Sons Co. Inc., presently is building an industrial park at Chalfont which would use rail service if it was available. A representative of Mrs. Paul's Kitchen indicated that plans for a 40 percent expansion in facilities would be abandoned if rail service is curtailed.

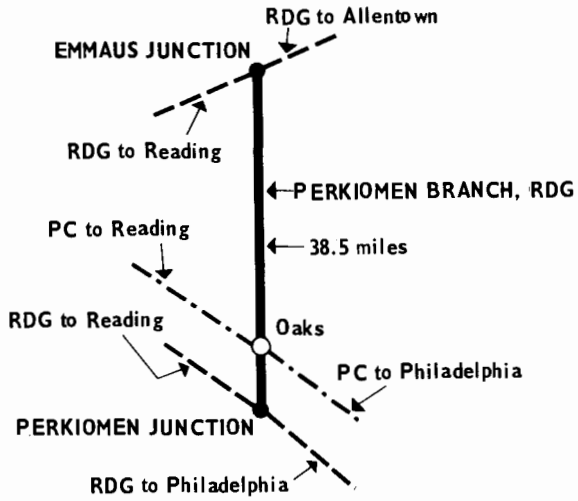
Preliminary Recommendation

Although the preliminary recommendation is that the Doylestown Branch not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $94,183 or $220 per carload. Recovery of costs would require approximately a six-fold increase in traffic or a 150 percent increase over the 1973 levels The ultimate disposition of this smaller bankrupt carrier (see Chapter 3) may improve carrier revenue as the acquiring road can "long-haul". The present carloads per mile, however, indicate that the line would not likely be viable under this circumstance.

THE PERKIOMEN BRANCH

USRA Line No. 906

Reading



The Perkiomen Branch, extends from *Perkiomen* (Milepost 0.0), to *Emmaus Junction* (Milepost 38.5), a distance of *38.5 miles*, in Lehigh, Berks, Montgomery, and Chester Counties, Pennsylvania. At Perkiomen Junction this line connects with the Reading's Philadelphia-to-Pottsville line, and at Emmaus Junction, with the Reading East Pennsylvania Branch. Also at Perkiomen Junction (Oaks, Pa.), the line connects

with the PC Schuylkill Secondary Track, which is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 66 and 69).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Oaks	3,582
Yerkes	36
Collegeville	58
Greaterford	3
Schwenksville	22
Salford	2
Green Lane	53
Pennsburg	815
Palm	19
Dillinger	2
Total carloads generated by the line	4,592
Average carloads per week	88.3
Average carloads per mile	119.3
Average carloads per train	14.7
1973 operating information:	
Number of round trips per year	312
Estimated time per round trip (hours)	8.0
Locomotive horsepower	1,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicates that this line generates 110 rail cars per mile. According to Penn. DOT, four firms would be forced to close, and 400 jobs would be lost. Two companies plan to locate along this line; one firm is a trucking company that expects to generate between 800 and 1,000 carloads a year. Pennsylvania's response states that the trucking company that plans on locating on this line has already invested heavily in land and buildings and employed 75 workers. It is necessary that this line remain intact to the PC interchange at Oaks to provide alternate southern routing for oversized shipments (narrow tunnel at Dillinger).

Information for Line Retention Decision

Revenue received by RDG		$641,983
Average revenue per carload	$140	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	502,390	
Cost of upgrading branch line to FRA class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	477,443	
Total variable (avoidable) cost		979,833
Net contribution (loss): total		(337,850)
Average per carload	(74)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

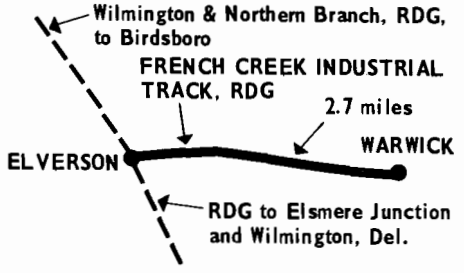
Preliminary Recommendation

It is recommended that service be provided to Oaks. For the remainder of the line, although the preliminary recommendation is that the Perkiomen Branch not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $337,850 or $74 per carload. Recovery of cost would require approximately a two-fold increase in traffic or a 50 percent rate increase over the 1973 levels.

FRENCH CREEK INDUSTRIAL TRACK

USRA Line No. 908

Reading



The French Creek Industrial Track, extends from *Elverson* (Milepost 0.0) to *Warwick, Pa.* (Milepost 2.7), a distance of *2.7 miles*, in Chester County, Pa. At Elverson this line connects with the Reading's Wilmington & Northern Branch, which line is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 66).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Available information indicates that no shippers are directly served by this line.

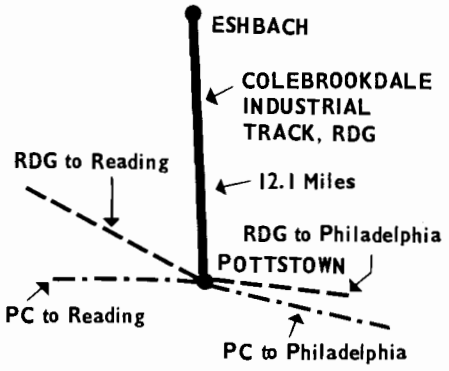
Preliminary Recommendation

It is *not* recommended that the French Creek Industrial Track be included in the ConRail System.

COLEBROOKDALE INDUSTRIAL TRACK, READING

USRA Line No. 909

Penn Central



The Colebrookdale Industrial Track extends from *Eshbach* (Milepost 0.0) to *Pottstown, Pa.* (Milepost 12.1), a distance of *12.1 miles*, in Montgomery and Berks Counties, Pennsylvania. At Pottstown, this line connects with the Reading's Philadelphia-to-Pottsville Line. This line was described as potentially excess in the U.S. DOT Report of February 1, 1974, except for the portion from Boyertown to Pottstown (see zones 66 and 68).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Pine Forge	14
Colebrookdale	7
Boyertown	1,037
New Berlinville	12
Bechtelsville	23
Total carloads generated by the line	1,093
Average carloads per week	21.0
Average carloads per mile	90.3
Average carloads per train	7.0
1973 operating information:	
Number of round trips per year	156
Estimate time per round trip (hours)	5.0
Locomotive horsepower	1,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicates that Boyertown Auto Body Works estimated 307 carloads in 1973 and projected 658. The Penn DOT reported that the segment from Eshback to Boyertown generated 64 carloads of freight in 1973. Superior Underwear Inc. generated 756 tons in 1973. Pennsylvania's response indicates about 200 acres of land along the railroad which are zoned for industrial use.

Information for Line Retention Decision

Revenue received by PC		$163,408
Average revenue per carload	$150	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	160,974	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	106,455	
Total variable (avoidable) cost		267,429
Net contribution (loss): total		(104,021)
Average per carload	(95)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Preliminary Recommendation

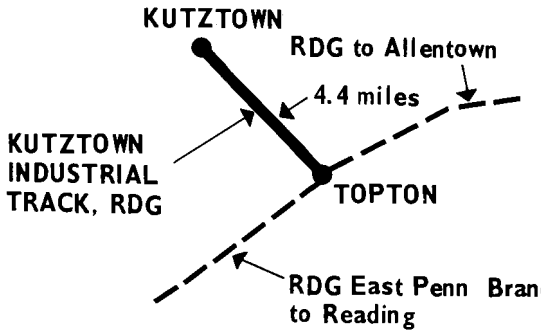
Although the preliminary recommendation is that the *Cobrookdale Industrial Track* not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $104,021 or $95 per carload. Recovery of costs would require approximately a 60 percent rate increase over the 1973 levels. Service to Boyertown will be carefully reviewed.

KUTZTOWN INDUSTRIAL TRACK

USRA Line No. 910

Reading Railroad

The Kutztown Industrial Track, extends from *Kutztown* (Milepost 0.0), to *Topton, Pa.* (Milepost 4.4), a distance of *4.4 miles*, in Berks County, Pennsylvania. At Topton this line connects with the Reading's East Pennsylvania Branch to Allentown and Reading. This line was described as potentially excess in the U.S. DOT Report (see Zone 68).



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Kutztown	408
Total carloads generated by the line	408
Average carloads per week	7.9
Average carloads per mile	92.7
Average carloads per train	2.6
1973 Operating information:	
Number of round trips per year	156
Estimated time per round trip (hours)	3.0
Locomotive horsepower	1,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the PUC estimated 402 annual carloadings along this line.

Information for Line Retention Decision

Revenue received by RDG		$66,893
Average revenue per carload		$164
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	65,512	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	35,388	
Total variable (avoidable) cost		100,900
Net contribution (loss): total		(34,007)
Average per carload		(83)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

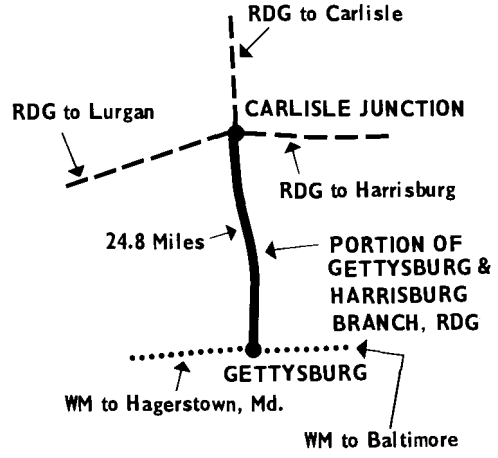
Preliminary Recommendation

Continuation of freight service on this line cannot be decided at this time. The high carloads per mile but low revenue per car may mean that when the ultimate structure decision (see Chapter 3) is made, the traffic could be profitable long-haul traffic for ConRail or Chessie.

PORTION OF THE GETTYSBURG AND HARRISBURG BRANCH

USRA Line No. 912

Reading



This portion of the Gettysburg & Harrisburg Branch extends from *Gettysburg* (Milepost 6.3) to *Carlisle Junction, Pa* (Milepost 31.1), a distance of *24.8 miles*, in Adams and Cumberland Counties, Pennsylvania. At Gettysburg this line connects with the Western Maryland Ry. to Hagerstown and Baltimore. At Carlisle Junction, this line connects with the Reading's PH&P Branch and it also continues northward to Carlisle. This continuation is also under study in this Report. This line, except for the portion from Gettysburg to Biglerville, was described as potentially excess in the U.S. DOT Report (see Zones 81 and 82).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Peach Glen	86
Gardners	208
Bendersville	266
Biglerville	959
Gettysburg	71
Total carloads generated by the line	1,590
Average carloads per week	30.6
Average carloads per mile	64.1
Average carloads per train	10.2
1973 operating information:	
Number of round trips per year	156
Estimated time per round trip (hours)	6.0
Locomotive horsepower	2,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their

reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the portion between Carlisle Junction and Carlisle has been out of service since Hurricane Agnes in 1972. Knouse Foods has expanded and wishes to build a new siding and shipped 75 carloads in 1973. Eaton Dikeman (pulp) estimated 70 carloads in 1973, employ 92 people and indicated it could not operate without rail service. (Knouse Foods and Eaton Dikeman not on the USRA patron list for this line). Zeigler Brothers (grain) estimated 60 carloads in 1973 and project 285 carloads. Zeigler has just completed a plant expansion and anticipates further expansion if rail service is available. Musselman Fruit estimated 75 carloads in 1973 and operates two interdependent plants at Gardners and Biglerville. Pennsylvania Mineral & Mining estimated 480 carloads and projected 720 carloads. This company has recently installed a new milling system which will increase its rail usage. Pfatlzgraff Company projected 110 carloads; recently acquired new plant at Bendersville to commence operations in December 1974. Inland Container Corporation estimated 812 carloads in 1973 and projected 1046 carloads. Allis-Chalmers, in York, uses the line as a high-wide detour from Western Maryland main line, which does not provide sufficient clearance. Ralph Hallock, Allis-Chalmers, testified at Philadelphia that they shipped 121 overdimensional loads in 1973.

Information for Line Retention Decision

Revenue received by RDG		$216,415
Average revenue per carload	$136	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	301,977	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	133,982	
Total variable (avoidable) cost		435,959
Net contributions (loss): Total		(219,544)
Average per carload	(138)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

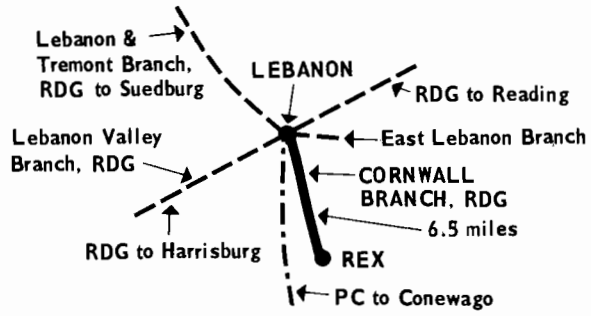
Preliminary Recommendation

Although the preliminary recommendation is that this portion of the Gettysburg and Harrisburg Branch not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $219,544 or $138 per carload. Recovery of costs would require approximately a 265 percent increase in traffic or a 100 percent rate increase over the 1973 levels.

CORNWALL BRANCH

USRA Line No. 914

Reading Railroad



The Cornwall Branch, Reading Railroad, extends from *Rex* (Milepost 0.0), to *Lebanon, Pa.* (Milepost 6.5), a distance of *6.5 miles*, in Lebanon County, Pennsylvania. At Lebanon this line connects with the Lebanon Valley Branch and the Lebanon & Tremont Branch, both of the Reading, and the PC Lebanon Running Track. The Lebanon and Tremont Branch of the Reading is also under study in this Report as is the PC Lebanon Running Track. This line was not described as potentially excess in the U.S. DOT Report (see Zone 82).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Cornwall	6,361
Donaghmore	0
Total carloads generated by the line	6,361
Average carloads per week	122
Average carloads per mile	979
Average carloads per train	17
1973 operating information:	
Number of round trips per year	365
Estimated time per round trip (hours)	8
Locomotive horsepower	1,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." Penn Central patrons at Cornwall have been served by the Reading since Tropical Storm Agnes in 1972.

Information for Line Retention Decision

Revenue received by RDG		$1,067,841
Average revenue per carload	$168	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	351,819	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	580,741	
Total variable (avoidable) cost		932,560
Net contribution (loss): total		135,281
Average per carload	21	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

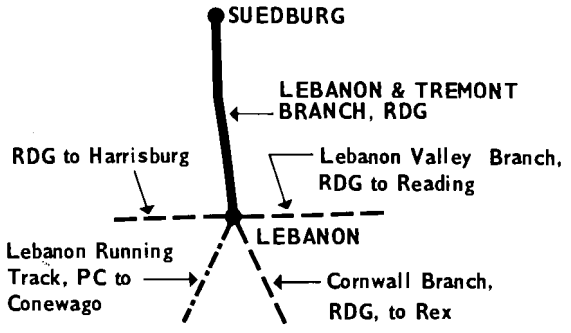
Recommendation

It is recommended that the Cornwall Branch be included in the ConRail System.

USRA Line No. 915

LEBANON & TREMONT BRANCH

Reading Railroad



The Lebanon & Tremont Branch extends from *Suedburg* (Milepost 0.0) to *Lebanon, Pa.* (Milepost 18.5), a distance of *18.5 miles*, in Schuylkill and Lebanon counties, Pennsylvania. At Lebanon, this line connects with the Lebanon Valley Branch and the Cornwall Branch, both of the Reading, and the PC Lebanon Running Track. The RDG. Cornwall Branch is also under study in this Report as is the PC Lebanon Running Track. Reading has filed an abandonment application with USRA, Docket No. 75–63, for a portion of this branch (from Engineering Station 565+60 to Engineering Station 965+69, 7.6 miles). This line was described as potentially excess in the U.S. DOT Report (see Zone 82).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Jonestown	113
Indiantown Gap	27
Suedburg	0
Total carloads generated by the line	140
Average carloads per week	2.7
Average carloads per mile	7.6
Average carloads per train	2.7
1973 Operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	3.0
Locomotive horsepower	900
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Penn. DOT reported 708 carloads in 1973. E. H. Gerhart estimated 513 carloads in 1973. Lebanon Packing Corp. estimated 70 carloads, and their new plant at West Jonestown is expected to generate 130 carloads per year. Penn. DOT reported that the Indiantown Gap Military Reservation at Lickdale has a high-priority classification with the National Mobilization Plan and received 409 carloads of coal and military supplies in 1973. Pennsylvania's response indicated two tracts of land adjacent to this line, (259 acres) have recently been purchased for development of industrial parks. Another 47 acre tract is presently being considered by a large foreign manufacturer for construction of their first United States plant. In correspondence submitted to USRA, Mr. E. L. Tennyson, Penn. DOT, opposes abandonment of the portion of this branch from Suedburg south to Lickdale. He states, "Suedburg is located within the southern anthracite field, the largest anthracite field with over 5 billion recoverable tons. Three coal firms, Schneck, Oakwood, and Franklin shipped coal over this track in 1973." The Penn. DOT is aware of the desire to locate a state park in this location and does not oppose such a plan per se. The Lebanon & Tremont Branch formerly ran from Suedburg to Pine Grove and on to Pottsville. If such a linkage were restored so that Suedburg Coal could move northward, then we would not be in opposition to this abandonment."

Information for Line Retention Decision

Revenue received by RDG		$25,373
Average revenue per carload	$181	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	153,751	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	00	
Cost incurred beyond the branch line	12,166	
Total variable (avoidable) cost		165,917
Net contribution (loss): total		(140,544)
Average per carload	(1,004)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

An evaluation of coal reserves by USRA staff indicates there is a fight over land on this line between the State and Schuylkill County. The State has purchased land for a State park and the County has instituted legal proceedings to block it (the County opposes this abandonment). The largest operator (Schneck) shipped 24,000 tons of coal in 1974 (375 cars).

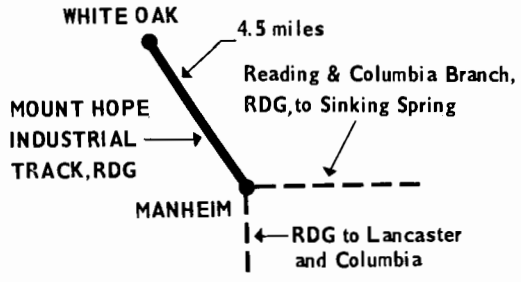
Preliminary Recommendation

It is *not* recommended that the Lebanon & Tremont Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $140,544 or $1,004 per carload. Recovery of costs would require approximately an eleven-fold increase in traffic or a 555 per cent rate increase over the 1973 levels.

MOUNT HOPE INDUSTRIAL TRACK

USRA Line No. 916

Reading Railroad



The Mount Hope Industrial Track, extends from *Manheim* (Milepost 0.0) to *White Oak, Pa.* (Milepost 4.5), a distance of *4.5 miles*, in Lancaster County, Pennsylvania. At Manheim, this line connects with the Reading & Columbia Branch of the Reading, which is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 67).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
White Oak	42
Total carloads generated by the line	42
Average carloads per week	0.8
Average carloads per mile	9.3
Average carloads per train	0.8
1973 Operating Information:	
Number of round trips per year	52
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Pennsylvania DOT estimated annual freight traffic was 130 carloads, or 26 carloads per mile on this line. Three rail users were identified: Myers Propane Gas Service (not on the Reading's patron list), Roman's Mosaic and Tile Co. and White Oak Mills. The PC patron list also shows Bamberger's as a patron on this line. Myers Propane Gas recently made an investment in tank cars and projected its future rail usage would be about 50 cars per year.

Information for Line Retention Decision

Revenue received by Reading		$5,015
Average revenue per carload	$96	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	39,020	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	4,580	
Total variable (avoidable) cost		43,612
Net contribution (loss): total		(38,597)
Average per carload		(919)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Preliminary Recommendation

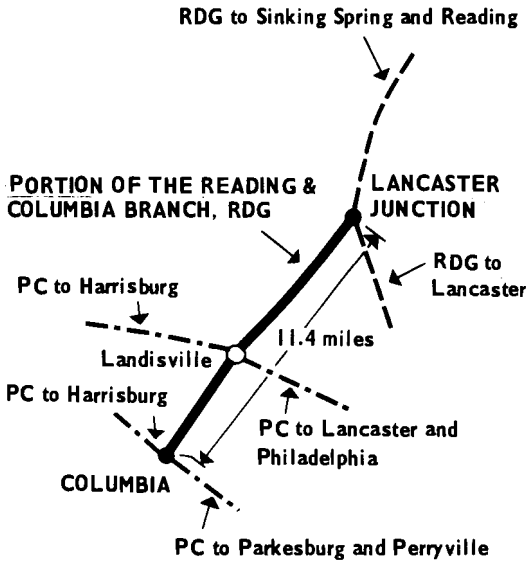
It is *not* recommended that the Mount Hope Industrial Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $38,597 or $919 per carload. Recovery of costs would require approximately a 100-fold increase in traffic or a 960 percent rate increase over the 1973 levels.

PORTION OF THE READING AND COLUMBIA BRANCH

USRA Line No. 917

Reading

This portion of the Reading & Columbia Branch extends from *Columbia* (Milepost 28.3) to *Lancaster*



Junction, Pa. (Milepost 39.7), a distance of *11.4 miles*, in Lancaster county, Pennsylvania. At Lancaster Junction, this line continues northeast to Sinking Spring and Reading and southeast to Lancaster. Both of these continuations are also under study in this Report. At Landisville, this line intersects the PC Philadelphia-to-Pittsburgh Line, which also is under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 67).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Lancaster Junction	0
Landisville	398
Bruckarts	0
Cordelia	0
Columbia	1,309
Total carloads generated by the line	1,707
Average carloads per week	32.8
Average carloads per mile	149.7
Average carloads per train	6.6
1973 operating information:	
Number of round trips per year	260
Estimated time per round trip (hours)	8.0
Locomotive horsepower	1,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." Penn. DOT estimated an average of 321 carloads per mile (3,636 cars for 11.3 miles). Businesses at Columbia cannot be serviced by the PC because the interchange between Reading and PC lines was destroyed by Hurricane Agnes in 1972. There is also no interchange between PC and Reading at Landisville. Representative Harry Gring also believed the Branch met DOT carload requirements. Amherst Industries in Landisville repairs and manufactures non-railroad owned tank, box, and hopper cars, in addition to doing conversion work for the Defense Department. Information received from Gerald L. Hoch, ITT Grinnell Corp., indicates they generated 1,163 inbound cars and 253 outbound cars in 1973. Forecasts for 1974 indicated their inbound carloads would increase by 15% and outbound by 25%. Mr. Hoch also stated that if the Reading line from Denver to Sinking Springs is abandoned, it would deny the company access to the Reading Philadelphia to Lurgan Line and through service to Chessie and N&W.

Information for Line Retention Decision

Revenue received by Reading		$299,445
Average revenue per carload	$175	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	223,809	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond branch line	179,797	
Total variable (avoidable) cost		403,606
Net contribution (loss): total		(104,161)
Average per carload	(61)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Information received from Pennsylvania's response indicates Armstrong Cork Co. recently purchased 130 acres of industrial land on this line, and Pennsylvania Malleable Iron Division of Gulf Western will double its size due to the demand for roof bolts used in coal mining.

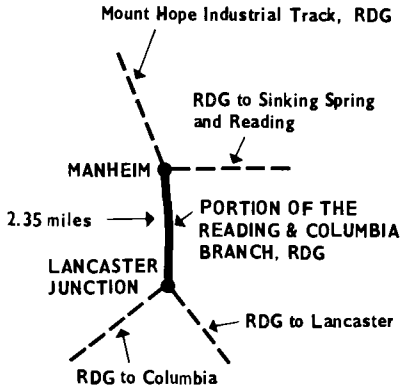
Preliminary Recommendation

Although the preliminary recommendation is that this portion of the Reading & Columbia Branch not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $104,161 or $61 per carload. Recovery of costs would require approximately an 85 percent increase in traffic or a 35 percent rate increase over the 1973 levels. The ultimate disposition of this smaller bankrupt carrier (see Chapter 3) may impact on profitability of this line. The present carloads per mile indicate that the line would likely be viable under this circumstance.

PORTION OF READING & COLUMBIA BRANCH

USRA Line No. 918

Reading



This portion of the Reading & Columbia Branch extends from *Manheim* (Milepost 25.9) to *Lancaster Junction, Pa.* (Milepost 28.25), a distance of *2.35 miles*, in Lancaster County, Pa. At Manheim this line continues northeastward to Sinking Spring and Reading, and at Lancaster Junction the line splits with one segment going to Lancaster and the other to Columbia. All of these continuations are under study in this Report. At Manheim the line also connects with the RDG Mount Hope Industrial Track, which is also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 67).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

This line does not directly serve any shippers.

Preliminary Recommendation

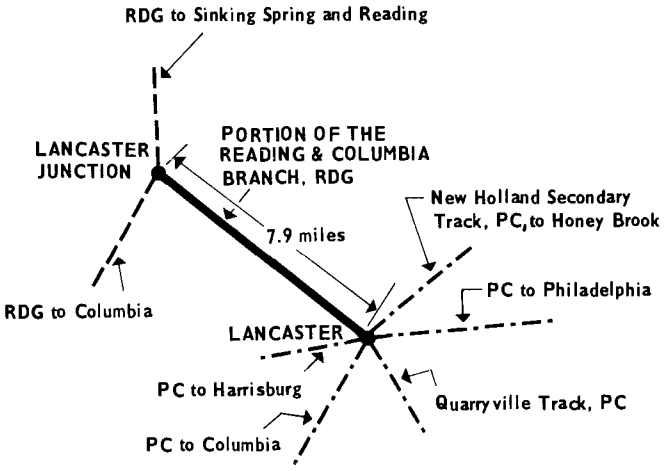
It is *not* recommended that this portion of the Reading & Columbia Branch be included in the ConRail System.

PORTION OF READING & COLUMBIA BRANCH

USRA Line No. 919

Reading

This portion of the Reading & Columbia Branch, extends from *Lancaster Junction* (Milepost 0.0) to *Lancaster, Pa.* (Milepost 7.9), a distance of *7.9 miles, in Lancaster* county, Pennsylvania. At Lancaster Junction this line continues northeastward to Sinking Spring and



Reading. A portion of the line also continues southwestward to Columbia. Both of these continuations are also under study in this Report. At Lancaster this line connects with the following PC lines: the Columbia Branch, the Quarryville Track, and the Philadelphia-to-Pittsburgh line. These lines are also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 67).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
East Petersburg	95
Lancaster	3,142
Total carloads generated by the line	3,237
Average carloads per week	62.3
Average carloads per mile	409.8
Average carloads per train	10.4
1973 operating information:	
Number of round trips per year	312
Estimated time per round trip (hours)	8.0
Locomotive horsepower	600
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by RDG		$604,404
Average revenue per carload	$187	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	257,873	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	327,859	
Total variable (avoidable) cost		585,732
Net contribution (loss): total		18,672
Average per carload	6	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

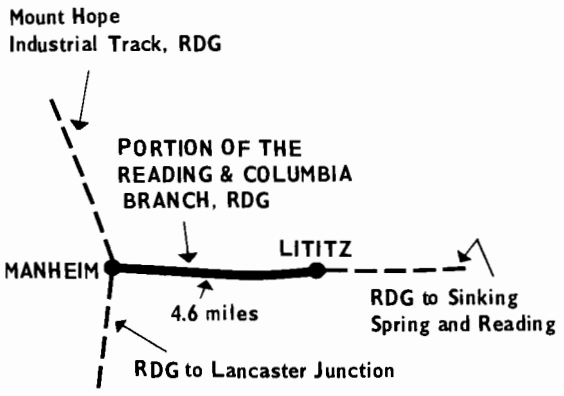
Recommendation

It is recommended that this portion of the Reading & Columbia Branch be included in the ConRail System.

PORTION OF READING & COLUMBIA BRANCH

USRA Line No. 920

Reading



This portion of the Reading & Columbia Branch extends from *Manheim* (Milepost 0.0) to *Lititz, Pa.* (Milepost 4.6), a distance of *4.6 miles*, in Lancaster County, Pennsylvania. Continuations of this line extend southward from Manheim and eastward from Lititz. At Manheim this line also connects with the Mount Hope Industrial Track of the Reading. All of these lines are also under study in the Report. This line was not described as potentially excess in the U.S. DOT Report (see zone 67).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Lime Rock	25
Manheim	1,329
Total carloads generated by the line	1,354
Average carloads per week	26.0
Average carloads per mile	294.4
Average carloads per train	4.3
1973 operating information:	
Number of round trips per year	312
Estimated time per round trip (hours)	8.0
Locomotive horsepower	1,500
Train crew size	5.0

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their report entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by RDG		$231,803
Average revenue per carload	$171	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	199,276	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	146,359	
Total variable (avoidable) cost		345,635
Net contribution (loss): total		(113,832)
Average per carload	(84)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

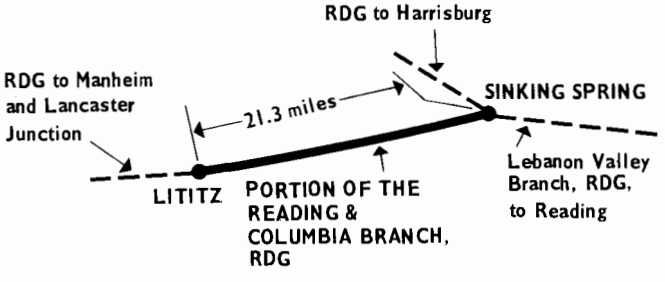
Preliminary Recommendation

It is *not* recommended that this portion of the Reading & Columbia Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $113,832 or $84 per carload. Recovery of costs would require approximately a 130 percent increase in traffic or a 50 percent rate increase over the 1973 levels. The ultimate disposition of this smaller bankrupt carrier (see Chapter 3) may improve profitability of this line. The present carloads per mile indicate that the line should be viable.

PORTION OF READING & COLUMBIA BRANCH

USRA Line No. 920a

Reading



This portion of the Reading & Columbia Branch extends from *Lititz* (Milepost 4.6) to *Sinking Spring, Pa.*

(Milepost 25.9) a distance of *21.3miles*, in Lancaster and Berks Counties, Pa. At Lititz this line continues westward and southward through Manheim to Lancaster Junction where it forks into two segments. This continuation is also under study in this Report. At Sinking Spring this line connects with the Reading's Lebanon Valley Branch. This line, except for the portion between Lititz and Denver, was described as potentially excess in the U.S. DOT Report (see Zones 67 and 68).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Montello	0
Reinholds	71
Denver	379
Stevens	79
Ephrata	866
Akron	2
Millway	0
Lititz	1,335
Total carloads generated by the line	2,732
Average carloads per week	52.6
Average carloads per mile	128.4
Average carloads per train	8.8
1973 operating information:	
Number round trips per year	312
Estimated time per round trip (hours)	8.0
Locomotive horsepower	1,500
Train crew size	5

Information Provided by RSPO, Shipping, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Gehmen's Feed Mill receives 336 carloads of grain a year from Sinking Spring, and they estimate use of trucks would increase their cost $2,800 more per week.

Information for Line Retention Decision

Revenue received by RDG		$461,908
Average revenue per carload	$169	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	370,653	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	245,271	
Total variable (avoidable) cost		615,924
Net contribution (loss): total		(154,016)
Average per carload	(56)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

F. W. Woolworth, which has a plant at Denver scheduled for completion in November 1974, considers the operation of this entire branch line vital to its plant. Pennsylvania's response indicated that Woolworth's would generate 1,000 carloads per year and anticipates employing 350 people.

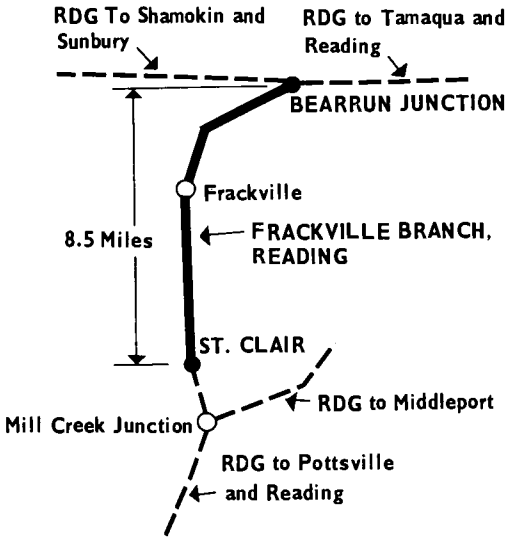
Preliminary Recommendation

Although the preliminary recommendation is that this portion of the Reading & Columbia Branch not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $154,016 or $56 per carload. Recovery of costs would require approximately a 70 percent increase in traffic or a 30 percent rate increase over the 1973 levels.

PORTION OF FRACKVILLE BRANCH

USRA Line No. 921

Reading



This portion of the Frackville Branch, part of the Reading Co., extends from *St. Clair* to *Bear Run Jct.* between Milepost 4.0 and 9.6 and Milepost 2.9 and 0.0, a distance of *8.5 miles*, in Schuylkill County, Pa. At St. Clair it connects with the remainder of the Frackville Branch of the Reading extending southward toward Pottsville. At Bear Run Junction it connects with the Mahanoy and Shamokin Branch of the Reading extending westward to Shamokin and eastward to East Mahanoy Junction. This line was not described as potentially excess in the U.S. DOT Report (see Zone 82).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
St. Clair	43
Frackville	346
Gilberton	2
Total carloads generated by the line	391
Average carloads per week	7.5
Average carloads per mile	46.0
Average carloads per train	3.8
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	4
Locomotive horsepower	1,500
Train crew size	4

Information Provided by RSPO, Shipping, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by RDG		$74,305
Average revenue per carload	$190	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	96,991	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	40,299	
Total variable (avoidable) cost		137,290
Net contribution (loss): total		(62,985)
Average per carload	(161)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

Preliminary Recommendation

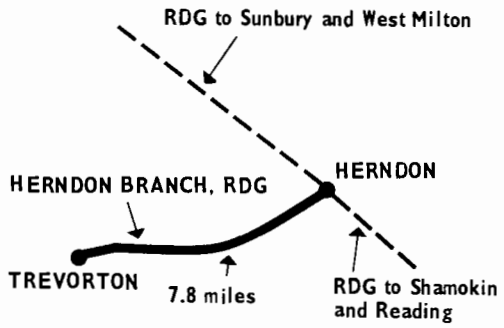
No decision can be made on this line until further information on coal traffic and potential is developed.

HERNDON BRANCH

USRA Line No. 922

Reading

This portion of the Herndon Branch extends from *Trevorton* (Milepost 0.0) to *Herndon, Pa.* (Milepost 7.8) a distance of *7.8 miles*, in Northumberland County, Pennsylvania. At Herndon, this line connects with the RDG line between Reading, Shamokin and West Milton. This line was described as potentially excess in the U.S. DOT Report (see Zone 82).



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Kulps	1
Trevorton	2
Total carloads generated by the line	3
Average carloads per week	0.1
Average carloads per mile	0.4
Average carloads per train	0.5
1973 Operating Information:	
Number of round trips per year	6
Estimated time per round trip (hours)	6.0
Locomotive horsepower	3,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Waste Management Corp., which paid $2 million in freight charges to the Reading in 1973, stated rail service was essential for hauling solid waste from Philadelphia to the strip mines. David M. Blomberg, representing Waste Management, testified that with 10% of all waste is going to abandoned pits. Potential business for Reading is 233 carloads a year. An evaluation of coal reserves by USRA staff indicates the Reading Anthracite Coal Co. shipped 56,887 net tons in 1974, or 890 cars. Between Trevorton and Dunkelsberger, no coal traffic exists today.

Information for Line Retention Decision

Revenue received by RDG		$483
Average revenue per carload	$161	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	65,066	
Cost of upgrading branch line to FRA Class I: (1/10 of the total upgrading cost)	0	
Cost incurred beyond branch line	392	
Total variable (avoidable) cost		65,458
Net contribution (loss): total		(64,975)
Average per carload	(21,658)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class 1 track, which has a maximum safe operating speed of 10 m.p.h.).

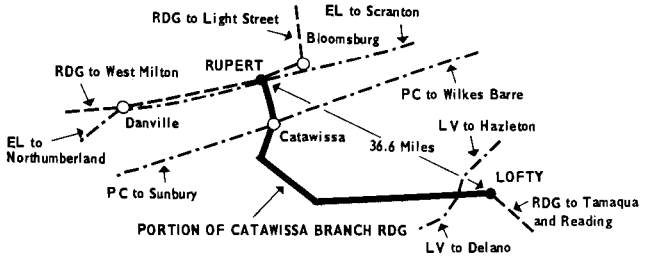
Preliminary Recommendation

Although the preliminary recommendation is that this portion of the Herndon Branch not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $64,975 or $21,658 per carload. Recovery of costs would require approximately a four-hundred-fold increase in traffic or a 4,484 percent rate increase over the 1973 levels.

PORTION OF THE CATAWISSA BRANCH

USRA Line No. 923

Reading



This portion of the Catawissa Branch extends from *Lofty* (Milepost 110.5) to *Rupert, Pa.* (Milepost 147.1), a distance of *36.6 miles*, in Columbia and Schuylkill Counties, Pa. This line connects with the Erie-Lackawanna Scranton-Northumberland line at Rupert and the Reading Bloomsburg Branch. It is also crossed by the PC's Dan Secondary Track at Norca (Catawissa). The PC line and the continuation of the Reading line to West Milton are also under consideration in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 82).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Brandonville	1
Ringtown	109
Catawissa	85
Total carloads generated by the line	195
Average carloads per week	3.8
Average carloads per mile	5.3
Average carloads per train	3.8
1973 operating information:	
Number round trips per year	52
Estimated time per round trip (hours)	4.0
Locomotive horsepower	1,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Catawissa Lumber and Specialty Co. estimated 73 carloads in 1973; A. J. Balshi estimated 30 carloads in 1973. Three of the shippers are located at the Ringtown Industrial Park which still has available industrial sites. The Brandonville Industrial Park is under development, with over $1 million invested.

Information for Line Retention Decision

Revenue received by RDG		$35,144
Average revenue per carload	$180	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	268,404	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	21,561	
Total variable (avoidable) cost		289,965
Net contribution (loss): total		(254,821)
Average per carload	(1,302)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a minimum safe operating speed of 10 m.p.h.).

Preliminary Recommendation

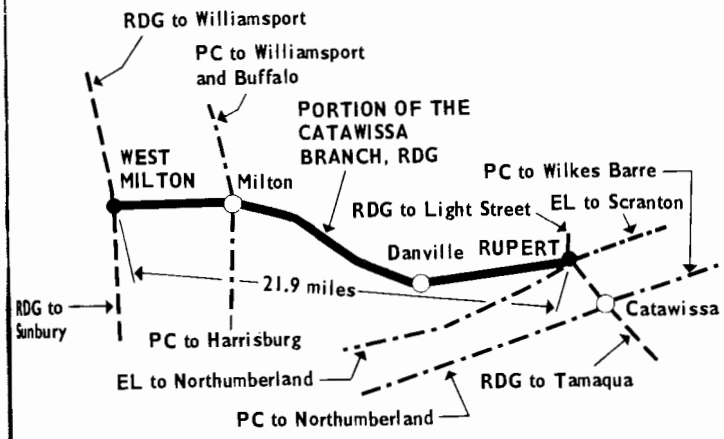
Although the preliminary recommendation is that the Catawissa Branch not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $254,821 or $1,307 per carload. Recovery of costs would require approximately an eighteen-fold increase in traffic or a 725 percent rate increase over the 1973 levels.

CATAWISSA BRANCH

USRA Line No. 924

Reading

This portion of the Catawissa Branch, Reading RR, extends from *Rupert* (Milepost 147.1) to *West Milton, Pa.* (Milepost 169.0), a distance of *21.9 miles*, in Union,



Northumberland, Montour, and Columbia Counties, Pennsylvania. Continuations of this line extend northward from West Milton and southeastward from Rupert. At West Milton, this line connects with the Reading Shamokin, Sunbury & Lewisburg Branch. Other connections are the PC Harrisburg-to-Buffalo Line at Milton and the Erie Lackawanna Scranton-Northumberland line at Rupert. This line was described as potentially excess in the U.S. DOT Report (see Zone 82).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Danville	107
Mausdale	3
Pottsgrove	14
Total carloads generated by the line	124
Average carloads per week	2.4
Average carloads per mile	5.7
Average carloads per train	2.4
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	5.0
Locomotive horsepower	1,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicates that the Kennedy Van Saun Corporation (estimated 150 carloads in 1973) manufacturers equipment that must be transported on two connecting rail cars. Trucking is not a viable alternative for Kennedy Van Saun nor for Gold Band Bldg. Products which ships large rolls of paper. ACF Inc. (estimated 100 carloads in 1973) and CECO Corporation (estimated 1328 carloads in 1973) each have two plants that are connected by the segment which connects West Milton and Milton, and they would have to ship their goods an additional 120 miles if the line were closed. Discontinuation of service would also make it impossible for the Milton Plants to receive raw materials by rail from the north. Pennsylvania's response confirms a railroad car manufacturer (ACF) on this line employing 800. Pennsylvania's response also indicates a 700 acre industrial park at Milton is designed with rail sidings directly connected to this line.

Information for Line Retention Decision

Revenue received by RDG		$16,979
Average revenue per carload	$137	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	172,754	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	12,825	
Total variable (avoidable) cost		185,579
Net contribution (loss): total		(168,600)
Average per carload	(1,360)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). An evaluation of coal reserves by USRA staff indicates no significant reserves or potential loading points along this line.

Preliminary Recommendation

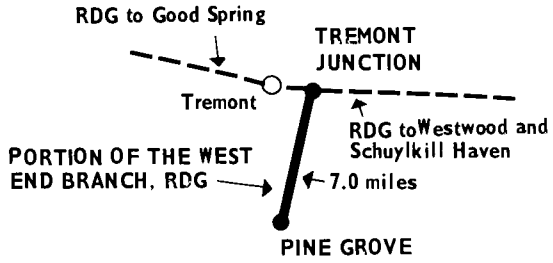
It is *not* recommended that this portion of the Catawissa Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $168,600 or $1,360 per carload. Recovery of costs would require approximately a 40-fold increase in traffic or a $990 rate increase over the 1973 levels.

PORTION OF THE WEST END BRANCH

USRA Line No. 925

Reading

This portion of the West End Branch extends from *Tremont* (Milepost 22.9) to *Pine Grove, Pa.* (Milepost 29.9) a distance of *7.0 miles*, in Schuylkill County, Pa. At Tremont this line splits with one segment continuing westward to Good Spring and the other continuing eastward to Westwood. Both of these continuations are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 82).



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Pine Grove	253
Tremont	0
Total carloads generated by the line	253
Average carloads per week	4.9
Average carloads per mile	36.1
Average carloads per train	1.6
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	3.0
Locomotive horsepower	3,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." Penn. DOT estimated 624 carloads per year on this line. Pennsylvania's response indicated one firm, employing 400 people, stated that if service was lost, it would increase their costs of production by 20% and severely limit their ability to remain competitive. Two coal companies are entirely dependent on the continuation of rail service; however, both are now shipping by truck to Suedberg as their sidings were destroyed during the flood of 1972. Both of these coal companies function as processors, so that many independent mine operators are dependent on them for service.

Information for Line Retention Decision

Revenue received by RDG		$35,477
Average revenue per carload	$140	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	75,716	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	24,956	
Total variable (avoidable) cost		100,672
Net contribution (loss): total		(65,195)
Average per carload	(256)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). An evaluation of coal reserves by USRA staff confirms there is an active loading facility on this line and traffic may increase.

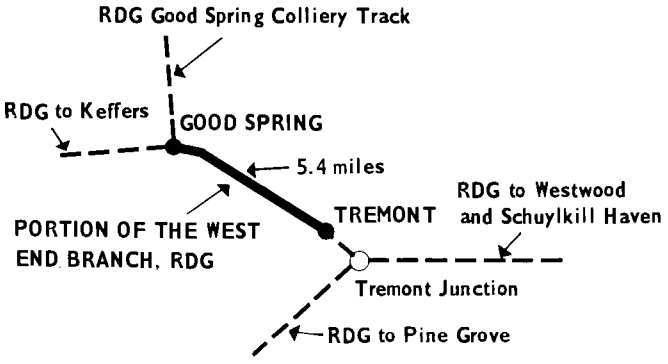
Preliminary Recommendation

No decision can be made on this line until further information on coal traffic and potential is developed.

PORTION OF WEST END BRANCH

USRA Line No. 926

Reading



This portion of the West End Branch extends from *Tremont* (Milepost 29.9) to *Good Spring, Pa.* (Milepost 35.3), a distance of *5.4 miles*, in Schuylkill County, Pennsylvania. At Tremont, this line continues eastward through Tremont Junction to Westwood. At Tremont Junction, the line splits with one segment continuing southward to Pine Grove. All of these continuations are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 82).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Good Spring	16
Total carloads generated by the line	16
Average carloads per week	0.3
Average carloads per mile	3.0
Average carloads per train	0.5
1973 operating information:	
Number of round trips per year	32
Estimated time per round trip (hours)	6.0
Locomotive horsepower	3,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their

reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicates that Frederic Potts & Co., a coal producer, stated 90% of its product must be shipped by rail because of the high cost of shipping coal long distances. The Kocher Coal Co. at Good Spring shipped 135,128 tons (or 211 carloads) in 1974.

Information for Line Retention Decision

Revenue received by RDG		$2,180
Average revenue per carload	$136	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	53,717	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incured beyond the branch		
Cost incurred beyond the branch line	1,600	
Total variable (avoidable) cost		55,317
Net contribution (loss): total		(53,137)
Average per carload		(3,321)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of m.p.h.).

An evaluation of coal reserves by USRA staff indicates there are active loading facilities on this line and traffic may increase. This coal traffic is billed at West Cressona and does not appear in the carloadings or revenues reported above.

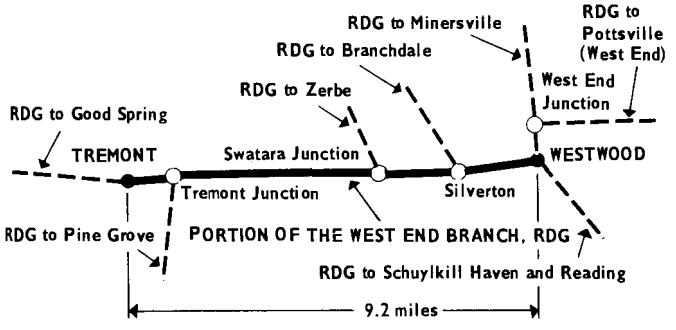
Recommendation

No decision can be made on this line until further information on the potential for coal traffic is developed.

PORTION OF THE WEST END BRANCH

USRA Line No. 929

Reading



This portion of the West End Branch, extends from *Westwood* (Milepost 0.0) to *Tremont, Pa.* (Milepost 9.2), a distance of *9.2 miles*, in Schuylkill County, Pa. At Tremont, this line continues to Good Spring and to Pine Grove. At Westwood, this line continues to Schuylkill Haven. All continuations (except to Schuylkill Haven) are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 82).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

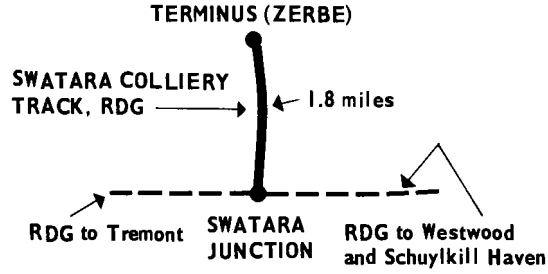
An evaluation of coal reserves by USRA staff indicates there are active loading facilities on this line. Manbeck Coal Co. shipped 36,967 tons or 578 carloads in 1974. The coal generated by this line is billed at West Cressona and does not appear in the above traffic data.

Recommendation

It is recommended that this portion of the West End Branch be included in the ConRail System.

SWATARA COLLIERY TRACK

USRA Line No. 930



The Swatara Colliery Track, extends from *Swatara Junction, Pa.* (Milepost 0.0) to *Terminus* (Milepost 1.8), a distance of *1.8 miles*, in Schuylkill County, Pa. At Swatara Junction, this line connects with the Reading West End Branch, portions of which are also under study in this Report. This line was not shown in the U.S. DOT Report (see Zone 82).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

An evaluation of coal reserves by USRA staff confirms there is an active loading facility on this line:

Swatara Coal Company who shipped 36,188 net tons, or 565 carloads, in 1974. The coal generated on this line is billed at West Cressona and therefore does not appear in the above traffic data.

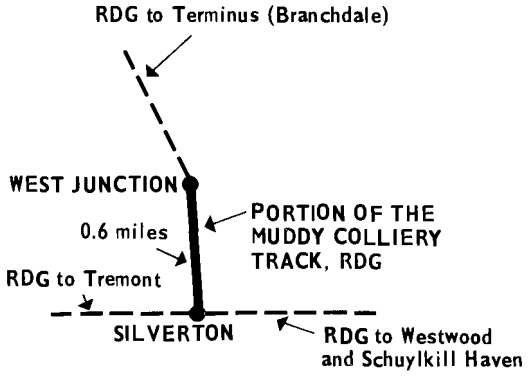
Recommendation

It is recommended that the Swatara Colliery Track be included in the ConRail System.

PORTION OF MUDDY COLLIERY TRACK

USRA Line No. 931

Reading



This portion of the Muddy Colliery Track extends from *Silverton* (Milepost 2.0) to *West Junction, Pa.* (Milepost 2.6), a distance of *0.6 miles*, in Schuylkill County, Pa.

At West Junction, this line continues to Terminus. At Silverton, this line connects with the Reading West End Branch, segments of which are also under study in this Report. This line was not shown in the U.S. DOT Report (see Zone 82).

Information Provided by RSPO, Shippers, Government, Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

An evaluation of coal reserves by USRA staff confirms no coal activity here. Available data indicates that there is no traffic generated by this line.

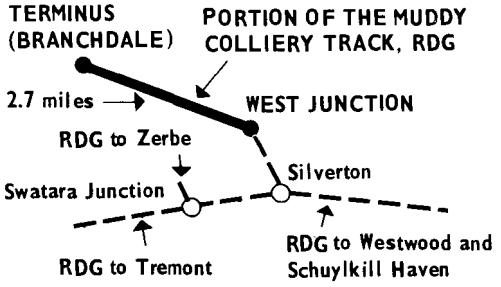
Preliminary Recommendation

It is *not* recommended that this portion of the Muddy Colliery Track be included in the ConRail System.

PORTION OF THE MUDDY COLLIERY TRACK

USRA Line No. 932

Reading



This portion of the Muddy Colliery Track extends from *West Junction, Pa.* (Milepost 0.0) to *Terminus* (Milepost 2.7), a distance of *2.7 miles*, in Schuylkill County, Pa.

At West Junction, this line continues to the Reading West End Branch at Silverton. This continuation is also under study in this Report. This line was not shown in the U.S. DOT Report (see Zone 82).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

An evaluation of coal reserves by USRA staff confirms no coal activity here. Available information indicates that no traffic is generated by this line.

Preliminary Recommendation

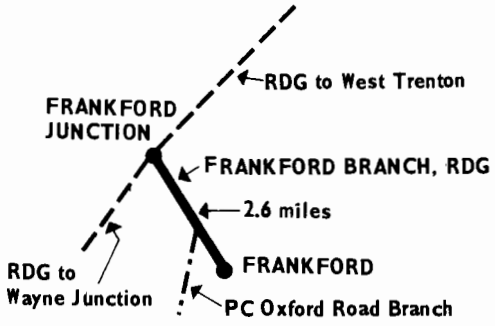
It is *not* recommended that this portion of the Muddy Colliery Track be included in the ConRail System.

FRANKFORD BRANCH

USRA Line No. 933

Reading

The Frankford Branch extends from *Frankford Junction* (Milepost 8.1) to *Frankford, Pa.* (Milepost 10.7), a distance of *2.6 miles*, in Philadelphia County, Pennsylvania. This line is in northeast Philadelphia and runs from Frankford Junction on the RDG. Co. freight line to New York eastward to Frankford. There is a connection to the PC Oxford Road Branch at Sears, also being studied in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 66).



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Crescentville	1
Summerdale	1,762
Frankford	6
Total carloads generated by the line	1,769
Average carloads per week	33.9
Average carloads per mile	678.9
Average carloads per train	6.8

1973 operating information:

Number of round trips per year	260
Estimated time per round trip (hours)	4.0
Locomotive horsepower	1,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that there are 1,743 carloads annually (599 of which are Sears). Sears is also served by the PC's Oxford Road Branch (2,400 cars in 1973) but its use of the Oxford Road Branch is restricted because of an underpass with low clearance. The Frankford Branch can accommodate hi-cube box cars.

Information for Line Retention Decision

Revenue received by RDG		$309,107
Average revenue per carload	$175	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	113,088	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	92,586	
Total variable (avoidable) cost		205,674
Net Contribution (loss): total		103,433
Average per carload	59	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

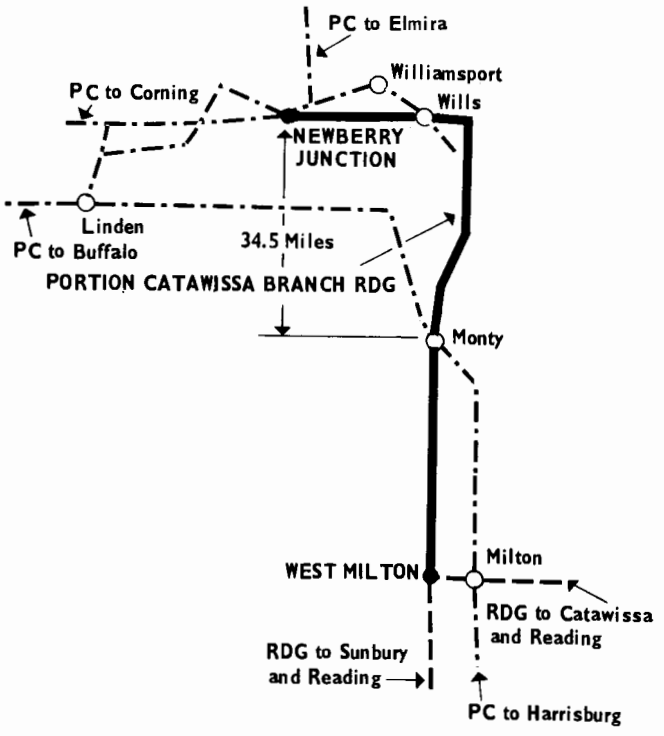
Recommendation

It is recommended that the Frankford Branch be included in the ConRail System.

PORTION OF CATAWISSA BRANCH

USRA Line No. 934

Reading



This portion of the Catawissa Branch of the Reading Company extends from *Newberry Junction* (Milepost 169.0) to *West Milton* (Milepost 203.5), a distance of *34.5 miles*, in Lycoming, Union and Northumberland Counties, Pa. At Wells this line crosses Penn Central's Williamsport Secondary extending to Williamsport and connects at Newberry Junction with the Penn Central line extending westward to Buffalo and Harrisburg. It also crosses this line at Monty. At West Milton, the line connects with the Reading Co. Shamokin, Sunbury and Lewisburg Branch extending south to Lewisburg and Sunbury. This line was not described as potentially excess in the U.S. DOT Report (see Zones 73 and 82).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

New Columbia	2,003
Allenwood	2
Montgomery	8
Muncy	1,442
Halls	2
Montoursville	648
Williamsport	3,087
Newberry Junction	2
Total carloads generated by the line	7,195
Average carloads per week	138.3
Average carloads per mile	208.5
Average carloads per train	27.7

1973 operating information:

Number of round trips per year	260
Estimated time per round trip (hours)	5.0
Locomotive horsepower	1,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by RDG		$1,452,753
Average revenue per carload	$202	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	524,895	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	759,163	
Total variable (avoidable) cost		1,284,058
Net contribution (loss): total		168,695
Average per carload	23	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

An evaluation of coal reserves by USRA staff confirms no anthracite coal; however, a new bituminous coal producer is trucking coal from north of Newberry Jct. to the Reading Branch at Newberry Jct. and loading it there. In 1974, they loaded 56,164 tons (749 carloads).

Recommendation

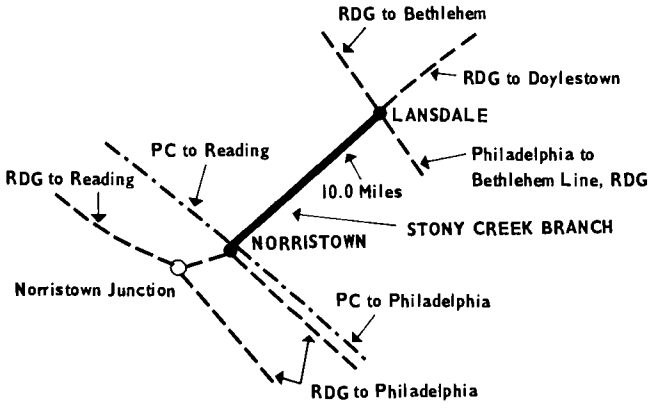
It is recommended that this portion of the Catawissa Branch be included in the ConRail System.

STONY CREEK BRANCH

USRA Line No. 935

Reading

The Stony Creek Branch extends from *Norristown* (Milepost 0.0) to *Lansdale, Pa.* (Milepost 10.0), a distance of *10.0 miles*, in Montgomery County, Pa. At Norristown this line connects with the Reading Norristown Branch, and the Reading Philadelphia to Pottsville Line. At Lansdale it connects with the Reading Philadelphia to Bethlehem Line, and the Reading Doylestown Branch. The Reading Doylestown Branch is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 66).



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Belfry	3
Hartranft	18
Total carloads generated by the line	21
Average carloads per week	0.4
Average carloads per mile	2.1
Average carloads per train	0.5

1973 operating information:

Number of round trips per year	42
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,200
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." This line is being considered by SEPTA for electrified commuter passenger service, but no decision has been made. USRA staff has requested SEPTA to complete a detailed inventory of its passenger service needs.

Information for Line Retention Decision

Revenue received by Reading		$2,868
Average revenue per carload	$136	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	77,208	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	2,032	
Total variable (avoidable) cost		79,240
Net contribution (loss): total		(76,372)
Average per carload	(3,636)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

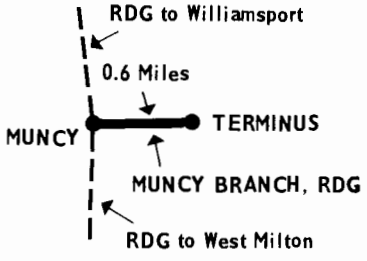
Preliminary Recommendation

It is *not* recommended that the Stony Creek Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under the 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $76,372 or $3,636 per carload. Recovery of costs would require approximately a ninety-fold increase in traffic or a 2,675 per cent rate increase over the 1973 levels.

PORTION OF READING AT MUNCY

USRA Line No. 946

Reading



This portion of the Reading at *Muncy* extends from Milepost 0.0 to Milepost 0.6, a distance of *0.6 mile*, in Lycoming County, Pa. This line runs from Muncy to Terminus. It connects at Muncy with the Reading line which runs between West Milton and Williamsport. This line was not described as potentially excess in the U.S. DOT Report (see Zone 73).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

All traffic generated by this line is billed to USRA Segment 934 which is recommended for inclusion in the ConRail system.

Recommendation

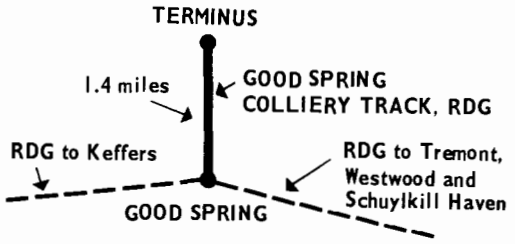
It is recommended that this portion of the Reading at Muncy be included in the ConRail system.

GOOD SPRING COLLIERY TRACK

USRA Line No. 947

Reading

The Good Spring Colliery Track extends from *Good Spring, Pa.* (Milepost 0.0), to *Terminus* (Milepost 1.4),



a distance of *1.4 miles*, in Schuylkill County, Pa. At Good Spring, this line connects with the Reading West End Branch, also under study in this Report. This line was not shown in the U.S. DOT Report (see Zone 82).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

The coal traffic generated by this line is billed at West Cressona and therefore does not appear in the traffic, revenue and cost data reported above.

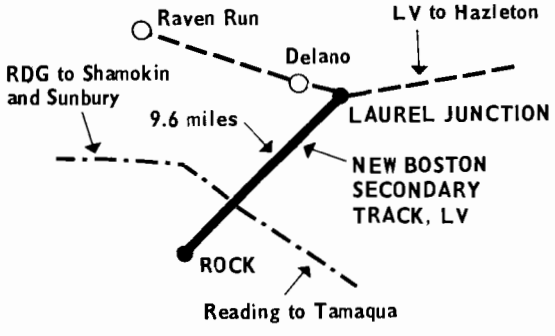
Recommendation

It is recommended that the Good Spring Colliery Track be included in the ConRail System.

NEW BOSTON SECONDARY TRACK

USRA Line No. 1007

Lehigh Valley Railroad



The New Boston Secondary Track extends from *Laurel Junction* (Milepost 157.5) to *Rock, Pa.* (Milepost 167.1), a distance of *9.6 miles*, in Schuylkill County, Pa. At Laurel Junction, this line connects with the Lehigh Valley line to Hazleton and the Lehigh Valley Delano Secondary Track to Kohinoor Junction. A portion of the latter line is also under study in this Report.

This line was not described as potentially excess in the U.S. DOT Report (see Zone 82).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Buck Mountain College	8
Total carloads generated by the line	8
Average carloads per week	0.2
Average carloads per mile	0.8
Average carloads per train	0.5
1973 operating information:	
Number of round trips per year	16
Estimated time per round trip (hours)	2
Locomotive horsepower	800
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No information was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by LV		$1,900
Average revenue per carload	$238	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	68,206	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	7,321	
Cost incurred beyond the branch line	545	
Total variable (avoidable) cost		76,072
Net contribution (loss): total		(74,172)
Average per carload		(9,272)

This line would require upgrading to met the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,500 crossties (an average of 156 crossties per mile).

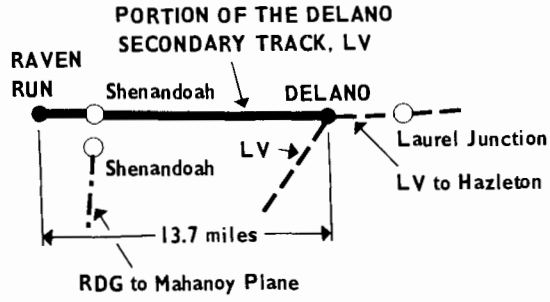
Preliminary Recommendation

It is *not* recommended that the New Boston Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $74,172 or $9,272 per carload. Recovery of costs would require approximately a fifty-four-fold increase in traffic or a 3,895 percent rate increase over the 1973 levels.

PORTION OF THE DELANO SECONDARY TRACK

USRA Line No. 1008

Lehigh Valley



This portion of the Delano Secondary Track, extends from *Delano* (Milepost 158.4) to *Raven Run, Pa.* (Milepost 172.1), a distance of *13.7 miles*, in Schuylkill County, Pa. Continuations of this line extend eastward from Delano and westward from Raven Run. The section of this line from Raven Run to Shenandoah has been abandoned for several years. This line was described as potentially excess in the U.S. DOT Report (see Zone 82).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Delano	174
Park Place	2
Raven Run	1
Total carloads generated by the line	177
Average carloads per week	3.4
Average carloads per mile	12.9
Average carloads per train	3.2
1973 operating information:	
Number of round trips per year	55
Estimated time per round trip (hours)	1.0
Locomotive horsepower	800
Train crew size	4

Information Provided by RSPO, Shipping, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." Pennsylvania's response stated that the five mile section from Shenandoah to Raven Run has been abandoned for several years, but that from Shenandoah to the Luzerne County line, there were companies shipping 707 carloads per year. Two companies are developing industrial parks at Delano.

Information for Line Retention Decision

Revenue received by LV		$21,791
Average revenue per carload	$123	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	78,989	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	16,441	
Cost incurred beyond the branch line	15,382	
Total variable (avoidable) cost		110,812
Net contribution (loss): Total		(89,021)
Average per carload	(503)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 1,900 crossties (an average of 181 crossties per mile).

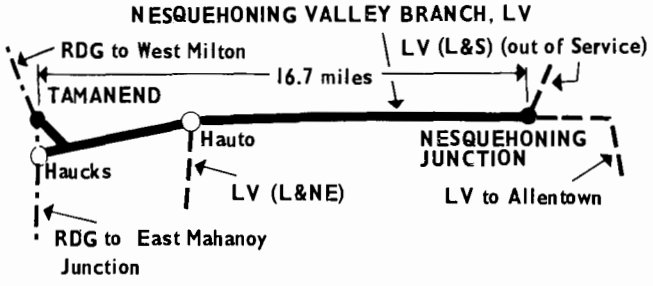
Preliminary Recommendation

Although the preliminary recommendation is that this portion of the Delano Secondary Track not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $89,021 or $503 per carload. Recovery of costs would require approximately a fourteen-fold increase in traffic or a 410 percent rate increase over the 1973 levels.

NESQUEHONING VALLEY BRANCH

USRA Line No. 1009

Lehigh Valley



The Nesquehoning Valley Branch of the Lehigh Valley, extends from *Nesquehoning Junction* (Milepost 0.0) to *Tamanend, Pa.* (Milepost 16.7), a distance of *16.7 miles*, in Carbon and Schuylkill Counties, Pa. This line connects with the Lehigh & New England Ry. at Hauto. At Nesquehoning Junction this line connects with the LV line south to Packerton and north to Hetchell. The former line is also under study in this Report. The latter is out of service with the track partially removed. This line, except for the portion from Nesquehoning to Hometown, was described as potentially excess in the U.S. DOT Report (see zones 70 and 82).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Nesquehoning	25
Hauto	34
Hometown	426
Haucks	4
Total carloads generated by the line	489
Average carloads per week	9.4
Average carloads per mile	29.3
Average carloads per train	5.2
1973 operating information:	
Number of round trips per year	95
Estimated time per round trip (hours)	6.0
Locomotive horsepower	1,500
Train crew size	4

Information Provided by RSPO, Shipping, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." However, note was made of the many submissions calling attention to the anthracite coal deposits in this area.

Penn. DOT cites part of this line (3.5 miles from Haucks to Hometown) as having been "extensively developed for industry." They reported two companies using 540 carloads a year and "increasing."

According to Pennsylvania DOT, a 224-acre industrial park is being developed north of Hometown. In addition, the Hauto Industrial Park near Nesquehoning is expected to generate 780 carloads annually by 1975.

Information for Line Retention Decision

Revenue reecived by LV		$126,567
Average revenue per carload	$259	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	156,665	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	14,840	
Cost incurred beyond the branch line	51,311	
Total variable (avoidable) cost		222,816
Net contribution (loss): total		(96,249)
Average per carload	(197)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has

a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,200 crossties (an average of 132 crossties per mile).

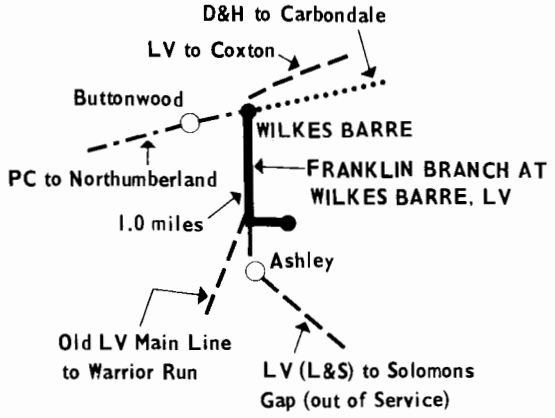
Preliminary Recommendation

Although the preliminary recommendation is that the Nesquehoning Valley Branch not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $96,249 or $197 per carload. Recovery of costs would require approximately a 130 percent increase in traffic or a 75 percent rate increase over the 1973 levels.

FRANKLIN BRANCH

USRA Line No. 1012

Lehigh Valley



The Franklin Branch, extends from Milepost 0.0 to Milepost 1.0, a distance of *1.0 mile*, at *Wilkes-Barre*, in Luzerne County, Pa. At Wilkes-Barre this line connects with the LV line to Pittston and with the PC Button Secondary Track, which is also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 72).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

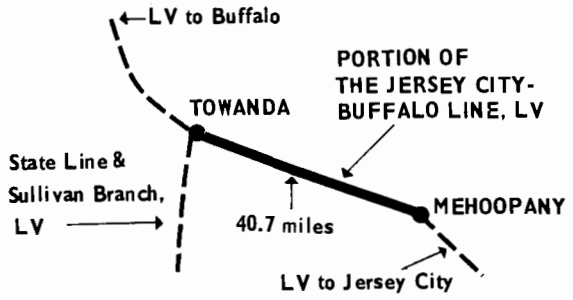
Information for Line Retention Decision

At this time, the traffic generated on this line cannot be identified, therefore no analysis was conducted.

PORTION OF JERSEY CITY-BUFFALO LINE

USRA Line No. 1013

Lehigh Valley



This portion of the Jersey City-to-Buffalo Line, extends from *Mehoopany* (Milepost 214.1) to *Towanda, Pa.* (Milepost 254.8), a distance of *40.7 miles*, in Wyoming and Bradford Counties, Pa. Continuations of this line extend southeastward from Mehoopany to Jersey City and northwestward from Towanda to Buffalo. At Towanda this line connects with the Lehigh Valley's State line and Sullivan Branch. The continuations and the connection are also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 73).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Mehoopany	186
Myobeach	3
Skinners Eddy	112
Laceyville	425
Wyalusing	105
Wysox	292
Total carloads generated by the line	1,123
Average carloads per week	21.6
Average carloads per mile	27.6
Average carloads per train	4.3
1973 operating information:	
Number of round trips per year	260
Estimated time per round trip (hours)	11.0
Locomotive horsepower	1,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." Correspondence opposing the abandonment of this line was received from the Northern Tier Rural Development Committee, the Northern Tier Regional Planning & Development Commission, Arey Lumber Co., Masonite Corp. Charmin Paper Co., while under no danger of losing rail service,

stated that 60% of their traffic was routed north over this line.

Information for Line Retention Decision

Revenue received by LV		$252,186
Average revenue per carload	$225	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	469,109	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	128,945	
Total variable (avoidable) cost		598,054
Net contribution (loss): total		(345,868)
Average per carload	(308)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

Although this line generates a loss based on originated and terminated traffic, it is required as a secondary through freight line. Therefore, all shippers located on this line will receive service.

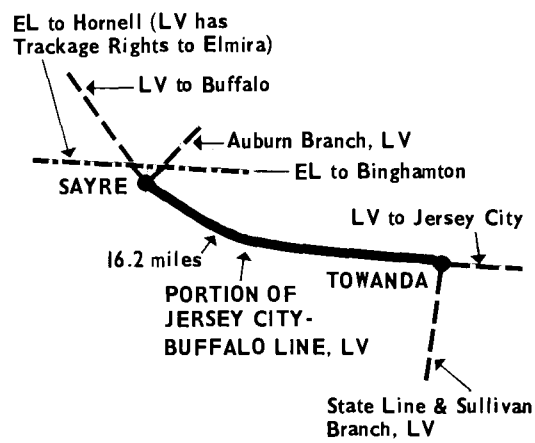
Recommendation

It is recommended that this portion of the Jersey City to Buffalo line be included in the ConRail System. It may be transferred to another carrier (see Chap. 3).

PORTION OF JERSEY CITY-BUFFALO LINE

USRA Line No. 1014

Lehigh Valley



This portion of the Jersey City-Buffalo line, extends from *Towanda* (Milepost 254.8) to *Sayre, Pa.* (Milepost 271.0), a distance of *16.2 miles*, in Bradford County, Pa. Continuations of this line extend northward from Sayre and southward from Towanda. At Towanda, the Lehigh Valley State Line and Sullivan Branch intersects this line. At Sayre this line connects with the Lehigh Valley Auburn Branch, and the Lehigh Valley Waverly-Elmira Branch (trackage rights over EL). Of the continuations and the connecting lines mentioned, only the LV Waverly-to-Elmira Branch is *not* under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 73).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Towanda	730
Ulster	1
Athens	111
Total carloads generated by the line	842
Average carloads per week	16.2
Average carloads per mile	52.0
Average carloads per train	3.2
1973 operating information:	
Number of round trips per year	260
Estimated time per round trip (hours)	11.0
Locomotive horsepower	1,500
Train crew size	4

Information Provided by RSPO, Shipping, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." Correspondence opposing abandonment of this line was received in conjunction with LV line 1013, Mehoopany to Towanda.

Information for Line Retention Decision

Revenue received by LV		$257,827
Average revenue per carload	$318	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	325,667	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	103,296	
Total variable (avoidable) cost		428,963
Net contribution (loss): total		(161,136)
Average per carload	(191)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe speed of 10 mph).

Although this line generates a loss based only on originated and terminated traffic, it is required as a secondary freight line. All shippers located on this line will receive service.

Recommendation

It is recommended that this portion of the Jersey City to Buffalo line be included in the ConRail System. It may be transferred to other carriers (see Chap. 3).

RHODE ISLAND

Intrastate

PC

USRA line number	Terminals
28	Newport to Portsmouth
36/36a	East Providence to Warren
38/38a	Cranston to Pontiac
43a	Kingston to Wakefield
677	Washington to Providence

Interstate

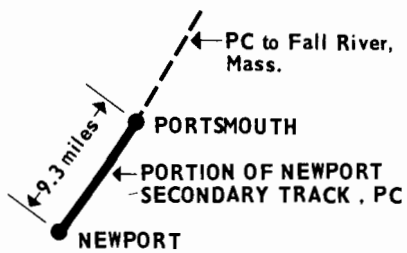
Rhode Island to Connecticut (this line is discussed under Connecticut)

43	Hills Grove, R.I. to Groton, Conn.

PORTION OF NEWPORT SECONDARY TRACK

USRA Line No. 28

Penn Central



This portion of the Newport Secondary Track, formerly part of the New Haven RR, extends from *Portsmouth* (Milepost 21.2) to *Newport, R.I.* (Milepost 30.5), a distance of *9.3 miles*, in Newport County, R.I. The northerly continuation of this line extends from Portsmouth, R.I. to Fall River, Mass. In June 1973, the PC applied to the ICC for permission to abandon this line (Docket No. AB–5, Sub. 164). On September 17, 1974, the PC applied to the U.S. Railway Association for the same permission (USRA Docket No. 75–27). No final action has been taken on either application. This line was described as potentially excess in the U.S. DOT Report (see Zone 18).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line: Newport	166
Total carloads generated by the line	166
Average carloads per week	3.2
Average carloads per mile	17.9
Average carloads per train	3.3
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	3.0
Locomotive horsepower	1,750
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" primarily related to state efforts to replace the deactivated Naval Training Center at Newport with other industries. This developmental effort requires continued and improved rail service. The testimony also indicated that new freight revenue is expected from a facility of the Defense Supply Agency being developed at Mellville.

Information for Line Retention Decision

Revenue received by PC		$54,577
Average revenue per carload	$329	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	75,613	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	14,388	
Cost incurred beyond the branch line	62,391	
Total variable (avoidable) cost		150,392
Net contribution (loss) total		(95,815)
Average per carload	(577)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 500 crossties (an average of 53 crossties per mile).

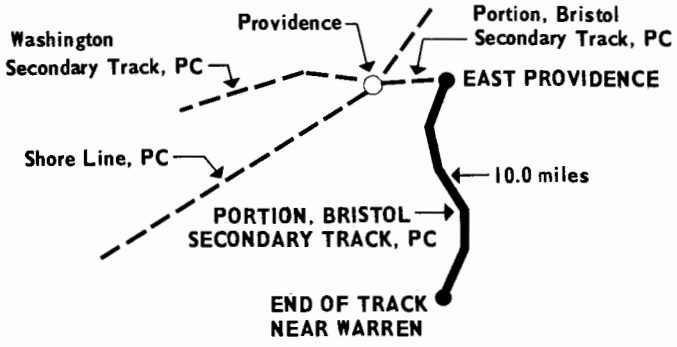
Preliminary Recommendation

It is *not* recommended that this portion of the Newport Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $95,815 or $577 per carload. Recovery of costs would require both traffic growth and a rate increase over the 1973 levels.

PORTION OF THE BRISTOL SECONDARY TRACK

USRA Line No. 36/36a

Penn Central



This portion of the Bristol Secondary Track, formerly part of the New Haven RR, extends from *East Providence* (Milepost 1.9), to *End of Track near Warren, R.I.* (Milepost 11.9), a distance of *10.0 miles*, in Providence and Bristol Counties, Rhode Island. A continuation of this line extends from East Providence to Providence where it connects with the Shore Line and the Washington, R.I. Secondary Track, both PC. The latter is also under study in this Report. This line was described as potentially excess in the U.S. DOT (see Zone 27).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Riverside	30
Barrington	166
Warren	170
Total carloads generated by the line	366
Average carloads per week	7.0
Average carloads per mile	36.6
Average carloads per train	3.5
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	4.0
Locomotive horsepower	1,750
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$215,424
Average revenue per carload	$588	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	96,597	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	16,139	
Cost incurred beyond the branch line	154,354	
Total variable (avoidable) cost		267,090
Net contribution (loss): total		(51,666)
Average per carload	(141)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

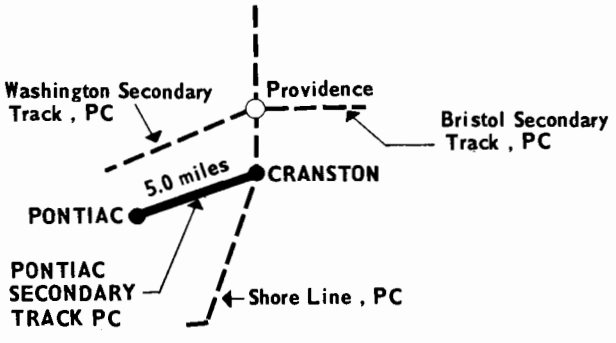
Preliminary Recommendation

It is *not* recommended that this portion of the Bristol Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $51,666 or $141 per carload. Recovery of costs would require approximately an 85 per cent increase in traffic or a 25 per cent rate increase over the 1973 levels.

PONTIAC SECONDARY TRACK

USRA Line No. 38/38a

Penn Central



The Pontiac Secondary Track, formerly part of the New Haven RR, extends from *Cranston* (Milepost 0.0) to *Pontiac, R.I.* (Milepost 5.0), a distance of *5.0 miles*, in Providence and Kent Counties, R.I. This line connects at Cranston with the Shore Line of the PC. In June 1973, the PC applied to the ICC for permission to abandon a portion of this line (from Howard to Pontiac, R.I.) (Docket No. AB–5, Sub 170). No action has been taken on this application. This line was not described as potentially excess in the U.S. DOT Report (see Zone 27).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Howard	45
Pontiac	1
Total carloads generated by the line	46
Average carloads per week	0.9
Average carloads per mile	9.2
Average carloads per train	0.9
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	3
Locomotive horsepower	1,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$20,037
Average revenue per carload	$435	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	42,820	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	13,871	
Cost incurred beyond the branch line	18,461	
Total variable (avoidable) cost		75,152
Net contribution (loss): total		(55,112)
Average per carload	(1,198)	

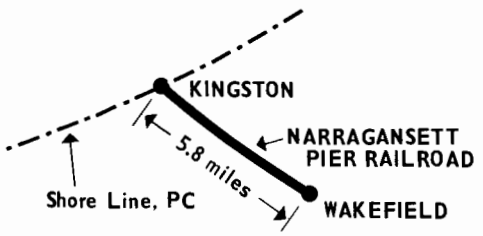
This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,250 crossties (an average of 450 crossties per mile).

Preliminary Recommendation

It is *not* recommended that the Pontiac Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $55,112 or $1,198 per carload. Recovery of costs would require approximately a thirty-five-fold increase in traffic or a 275 percent rate increase over the 1973 levels.

NARRAGANSETT PIER RR

USRA Line No. 43a



The Narragansett Pier RR, extends from *Kingston* (Milepost 0.0) to *Wakefield, R.I.* (Milepost 5.8), a distance of *5.8 miles*, in Washington County, R.I. This line connects at Kingston with the Shore Line of the Penn Central; this portion of which is also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 28).

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the DOT additions and corrections supplement dated March 1, 1974, noted that this line was owned by a Class II carrier and should not have been designated "potentially excess."

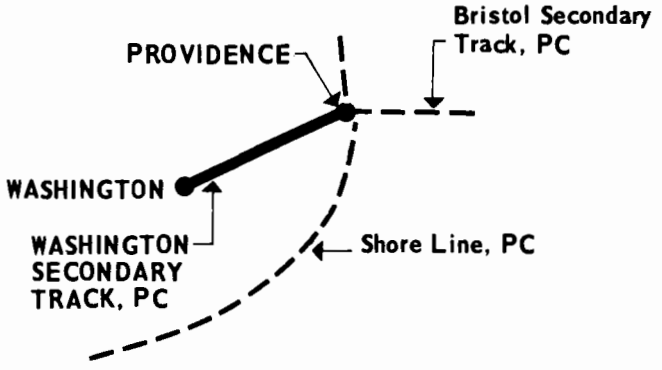
Information for Line Retention Decision

The Narragansett Pier Railroad is an independent carrier. The traffic interchanged between the NP and the PC amounted to 72 cars and this was not sufficient to change the decision, or the decision on line 43. Continued access by the NP to connecting rail service will depend on the availability of service continuation subsidy for line 43.

WASHINGTON SECONDARY TRACK

USRA Line No. 677

Penn Central



The Washington Secondary Track, formerly part of the New Haven RR, extends from *Providence* (Milepost 0.0) to *Washington, R.I.* (Milepost 17.0), a distance of *17.0 miles*, in Providence and Kent Counties, R.I. This line connects with both the Shore Line and the Bristol Secondary Track of the PC at Providence. The last-named line is also under study in this report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 27).

Traffic and Operating Information

Stations (with their 1973 carloads) served by the line:	
Print Works	87
Oak Lawn	160
Natick	3
River Point	139
W. Warwick	119
Quidnick	42
Anthony	0
Washington	1,014
Olneyville	1,916
Total carloads generated by the line	3,480
Average carloads per week	66.9
Average carloads per mile	204.7
Average carloads per train	13.9
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	7.0
Locomotive horsepower	1,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$1,665,566
Average revenue per carload	$479	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	279,020	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	14,128	
Cost incurred beyond the branch line	1,067,737	
Total variable (avoidable) cost		1,360,885
Net contribution (loss) total		304,681
Average per carload	88	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,500 crossties (an average of 88 crossties per mile).

Recommendation

It is recommended that the Washington Secondary Track be included in the ConRail System.

VIRGINIA

Intrastate

PC

USRA line number	Terminals
165	Little Creek to Cape Charles (car float)

Interstate

Virginia to Maryland (this line is discussed under Maryland)

166	Cape Charles, Va. to Pocomoke, Md.

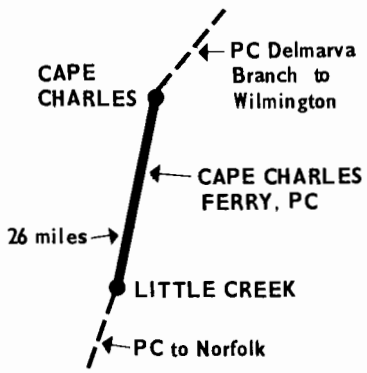
Virginia to West Virginia (this line is discussed under Maryland)

205	Winchester, Va. to Hagerstown, Md.

CAPE CHARLES FERRY

USRA Line No. 165

Penn Central



This portion of the Delmarva Branch, formerly part of the Pennsylvania RR, extends from *Little Creek* to *Cape Charles, Va.*, a distance of *26 miles* in Northampton County, Va. This line is between Zones 182 and 184 in the U.S. Department of Transportation Report, "Rail Service in the Midwest and Northeast Region," dated February 1, 1974. At Little Creek it connects with the Norfolk and Portsmouth Belt R.R., Norfolk Southern SRS, and Norfolk Western. At Cape Charles it connects with the Delmarva Branch of Penn Central extending north to Pocomoke, which is also under study in this Report. This service was not described in the U.S. DOT Report (see Zones 182 and 184).

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that John O. Hidinger, Director of Transportation, State of Delaware, stated Cape Charles Ferry can move oversize cars that cannot go through either Baltimore or Potomac Yard. He indicated the ferry has moved about 30,000 cars a year with only 10,000 originating on the peninsula. Sherman W. Tribbett, Governor of Delaware, stressed the importance of this ferry, "It saved the economic life of the Delmarva Peninsula when a freighter in the Chesapeake and Delaware Canal struck the bridge in February 1973." Richard T. Gay states their shipyard at Newport News, Virginia, will continue to have wide rail loads which require overdimension clearance routes. They are expanding their plant to construct the country's largest commercial fuel tank ship. Harry C. Doukakis, Westinghouse, states abandonment of ferry would add three weeks to delivery time (shipping gas turbines). A. R. Lupcho, Jr., Campbell Soup, estimates they ship 300 carloads of frozen food per year from Salisbury through Pocomoke City, Md., and south using Cape Charles Ferry.

Preliminary Recommendation

It is *not* recommended that the Cape Charles Ferry be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy or acquisition by a solvent carrier. The Southern Railway, the Richmond Fredericksburg and Potomac (RF&P) and the Seaboard Coast Line have all indicated an interest to acquire the line from Wilmington to Cape Charles and the connecting water operation. USRA has found, under the requirements of Sec. 206 (d) (3), that acquisition of this service by either Southern or RF&P will not materially impair profitability of ConRail or other railroads (see Appendix D). The possibilities of a transfer to solvent carrier are rated as good.

ConRail does not need this link; alternative all rail routes existing within the System. The operating deficits and the capital requirements for the float cannot be justified given the alternative routes which exist. Chapter 18 of this report discusses the economics of this service in greater detail.

WEST VIRGINIA

Intrastate

PC

USRA line number	Terminals
205a	Berkeley to Cumbo Yard
354	LaBelle Branch at Benwood
509/509a	Charleston to Blue Creek
512/512a	Blue Creek to Hitop
514b	Charleston to Nitro
514c	Peters Junction to Cornelia
514d	Charleston to Dickinson
514e	Dickinson to Cannelton
514f	Cannelton to Gauley Bridge
514g	Swiss to Gauley Bridge
645	Weirton Junction to Wheeling
713	Chester to Weirton Junction

Interstate

West Virginia to Maryland to Virginia (this line is discussed under Maryland)

205	Hagerstown, Md. to Winchester, Va.

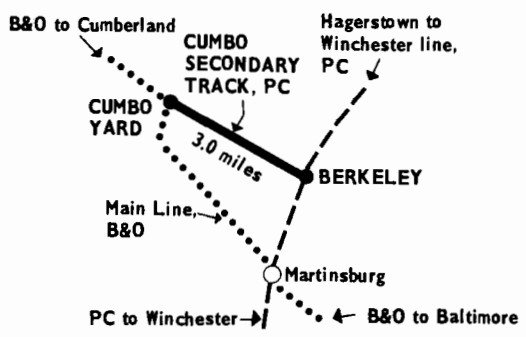
West Virginia to Ohio (these lines are discussed under Ohio)

353	Benwood, W. Va. to Martin's Ferry, Ohio
514a	Nitro, W. Va. to Hobson, Ohio

CUMBO SECONDARY TRACK

USRA Line No. 205a

Penn Central



The Cumbo Secondary Track, formerly part of the Pennsylvania RR, extends from *Berkeley* (Milepost 0.0) to *Cumbo Yard, W. Va.* (Milepost 3.0) a distance of *3.0 miles*, in Berkeley County W. Va. At Cumbo Junction this line connects with the B&O Main Line. At Berkeley it connects with the PC line running from Hagerstown, Md. to Winchester, Va. This line is also under study in this Report. This line was not shown in the U.S. DOT Report (see Zone 196).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

This line does not directly serve any shippers. It is used to interchange traffic with the Chessie System.

Preliminary Recommendation

It is *not* recommended that the Cumbo Secondary Track be included in the ConRail System.

LABELLE BRANCH

USRA Line No. 354

Penn Central

(Map not available)

The LaBelle Branch, formerly part of the Pennsylvania RR, extends from milepost 0.0 to milepost 0.3, a distance of *0.3 mile* at Benwood, in Marshall County, W. Va. At *Benwood* this line connects with the PC Wheeling Secondary Track, several lines of the Balti-

more & Ohio RR, and with a Norfolk & Western Ry. line. This line was not described as potentially excess in the U.S. DOT Report (see Zone 99).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:		
Wheeling [1]		225
Total carloads generated by the line		225
Average carloads per week	4.3	
Average carloads per mile	750.0	
Average carloads per train	3.0	
1973 operating information:		
Number of round trips per year		75
Estimate time per round trip, hours		1.0
Locomotive horsepower		1,200
Train crew size		5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$191,463
Average revenue per carload	$851	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	15,608	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	3,311	
Cost incurred beyond the branch line	47,255	
Total variable (avoidable) cost		66,174
Net contribution (loss): total		125,289
Average per carload	557	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 350 crossties (an average of 1,167 crossties per mile). An evaluation of coal reserves by USRA staff indicates that there are no coal deposits dependent upon this branch.

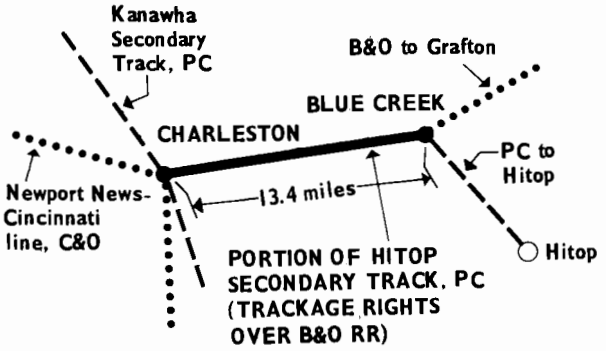
Recommendation

It is recommended that the LaBelle Branch be included in the ConRail System.

PORTION OF THE HITOP SECONDARY TRACK

USRA Line No. 509/509a

Penn Central



PC has trackage rights over this portion of the Hitop Secondary Track of the B&O extending from *Charleston* (Milepost 0.0), to *Blue Creek, W. Va.* (Milepost 13.4), a distance of *13.4 miles*, in Kanawha County, West Virginia. Connecting points of this segment are at Blue Creek with the continuation of the PC Hitop Secondary Track and with the B&O to Grafton, and at Charleston with the PC Kanawha Secondary Track and the Chesapeake & Ohio Ry Newport News-Cincinnati line. The PC Kanawha Secondary Track is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 199).

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" concerned the abandonment, in 1967, of the PC line between Charleston and Blue Creek.

Information for Line Retention Decision

The PC uses these trackage rights over the B&O to serve the shippers on USRA Line No. 512 which is recommended for inclusion in the restructured system. Either the ConRail System will require these trackage rights, or the B&O will assume the service to segment No. 512.

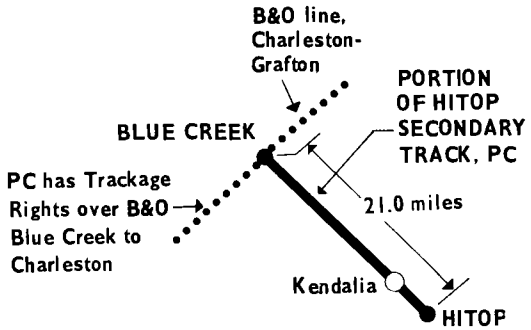
Preliminary Recommendation

It is recommended that trackage rights over this segment of the B&O be included in the ConRail System.

PORTION OF HITOP SECONDARY TRACK

USRA Line No. 512–512a

Penn Central



This portion of the Hitop Secondary Track, formerly part of the New York Central RR, extends from *Blue Creek* (Milepost 13.4) to *Hitop, W. VA.* (Milepost 34.4), a distance of *21.0 miles*, in Kanawha County, West Virginia. At Blue Creek, this line connects with the Baltimore & Ohio RR line running from Charleston to Grafton. The PC operates via trackage rights over the B&O line between Charleston and Blue Creek; this arrangement is also under study in this Report. This line, except for the portion from Blue Creek to Kendalia (Milepost 30.3), was described as potentially excess in the U.S. DOT Report (see Zone 199).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Morris Fork	8,498
Sanderson	65
Hitop	0
Total carloads generated by the line	8,563
Average carloads per week	164.7
Average carloads per mile	407.8
Average carloads per train	35.7
1973 Operating information:	
Number of round trips per year	240
Estimated time per round trip (hours)	8.0
Locomotive horsepower	3,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Service Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the PC line between Kendalia and Blue Creek is unusable. Claud Wilcher, a coal deposit owner, noted that coal presently mined in the area is trucked to Ward, some seven or eight miles from Hitop. At Ward the coal is loaded onto the Kelley's Creek & Northwestern RR. An evaluation of coal reserves by USRA staff indicates that there are coal reserves adjacent to the branch.

Information for Line Retention Decision

Revenue received by PC		$1,155,945
Average revenue per carload	$135	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	414,458	
Cost of upgrading branch line to FRA Class I (1/10 of Total Upgrading Cost)	51,770	
Cost incurred beyond the branch line	748,458	
Total variable (avoidable) costs		1,214,686
Net contribution (loss): total		(58,741)
Average per carload	(7)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 11,340 crossties (an average of 540 crossties per mile). Although service to the entire line generates a loss, service to the line from Milepost 13.4 to Milepost 26.5 (serving shippers at Morris Fork and Sanderson, who generated 8,563 carloads in 1973) would generate $1,155,945 in revenue and $1,100,889 in costs with a resulting net contribution of $55,056 or $6 per carload.

Recommendation

It is recommended that the portion of the Hitop Secondary Track, from milepost 13.4 to milepost 26.5 be included in the ConRail System.

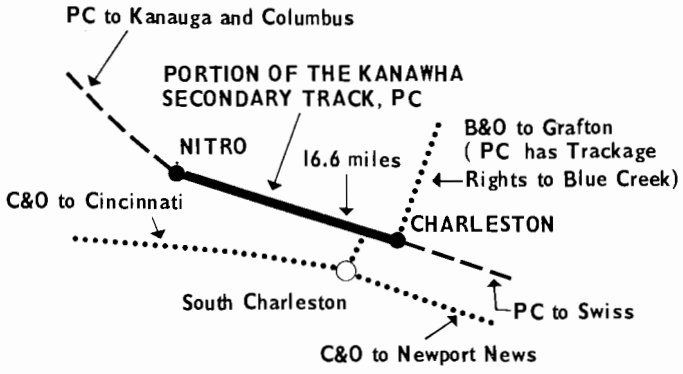
Preliminary Recommendation

It is *not* recommended that the portion of the Hitop Secondary Track from milepost 26.5 and milepost 34.4 be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. This portion of the line generated no traffic in 1973. The track appears to be unusable.

PORTION OF THE KANAWHA SECONDARY TRACK

USRA Line No. 514b

Penn Central



This portion of the Kanawha Secondary Track, formerly part of the New York Central RR, extends from *Nitro*, (Milepost 109.0) to *Charleston, W. Va.* (Milepost 125.6), a distance of *16.6 miles*, in Putnam and Kanawha Counties, West Virginia. Continuations of this line extend southeastward from Charleston and northwestward from Nitro. Connections at Charleston include the Chesapeake & Ohio Main Line and the B&O line to Grafton (a portion of this line is used by PC to connect with the Hitop Secondary Track at Blue Creek). The continuations and the PC Hitop Secondary Track are also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 199).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Nitro	12,028
Sattes	153
Institute	10,991
Ferguson	70
Dunbar	130
Mound	1
West Charleston	17
Total carloads generated by the line	24,290
Average carloads per week	467.0
Average carloads per mile	1,463.0
Average carloads per train	80.9
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	12
Locomotive horsepower	2,000
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that located 8 miles from Nitro is ACF Industries, the nation's third largest rail freight car lessor which also repairs and conditions chemical and other tank cars. If this line is abandoned, a large number of chemical companies near Charleston, which use ACF facilities, would be faced with shipping their cars in excess of 400 miles for cleaning and repair.

Information for Line Retention Decision

Revenue received by PC		$8,802,783
Average revenue per carload	$367	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	646,592	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	21,542	
Cost incurred beyond the branch line	5,226,673	
Total variable (avoidable) cost		6,094,807
Net contribution (loss): Total		2,907,976
Average per carload	121	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 819 crossties (an average of 49 crossties per mile). Georgia Pacific has recently located in the Rock Branch Industrial Park, 3 miles north of Nitro. During 1973, Georgia Pacific received 480 carloads, and in 1974 they expect to receive 709 carloads. If this line is discontinued, they could not maintain this plant. This line is currently used as a high volume through-route for coal shipments, but other routes are available.

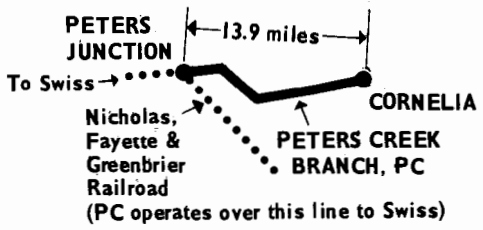
Recommendation

It is recommended that this portion of the Kanawha Secondary Track be included in the ConRail System. To avoid major rehabilitation costs, possibilities for reaching the Charleston area over trackage rights will be explored.

PETERS CREEK BRANCH

USRA Line No. 514c

Penn Central



The Peters Creek Branch, formerly part of the New York Central RR, extends from *Peters Junction* (Milepost 0.0) to *Cornelia, W. Va.* (Milepost 13.9), a distance of *13.9 miles*, in Nicholas County, West Virginia. At Peters Junction, this line connects with Nicholas, Fayette, and Greenbrier Railroad, which connects with the PC at Swiss. This line was not studied in the U.S. DOT Report (see Zone 197).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Peerless Eagle	1
Zelia	0
Peters Jct	0
Cornelia	5,516
Total carloads generated by the line	5,517
Average carloads per week	106.1
Average carloads per mile	396.9
Average carloads per train	11.0
1973 operating information:	
Number of round trips per year	500
Estimated time per round trip (hours)	12
Locomotive horsepower	3,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled, "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$1,018,995
Average revenue per carload	$185	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	396,110	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	596,407	
Total variable (avoidable) cost		992,517
Net contribution (loss): total		26,478
Average per carload	5	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). An analysis of coal reserves by USRA staff indicates that there are active loading facilities dependent upon this line.

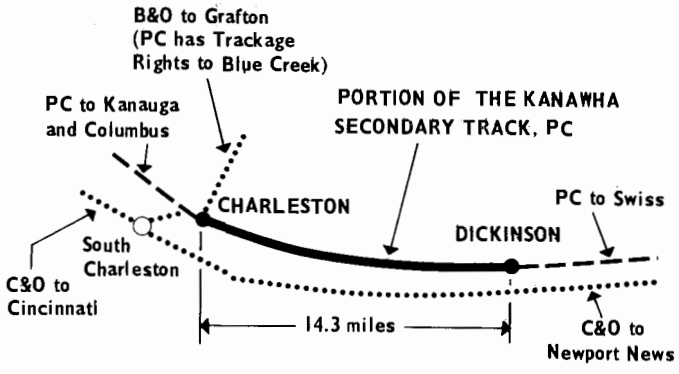
Recommendation

It is recommended that the Peters Creek Branch be included in the ConRail System. To avoid major rehabilitation costs, possibilities for reaching the Charleston area over trackage rights will be explored.

PORTION OF THE KANAWHA SECONDARY TRACK

USRA Line No. 514d

Penn Central



This portion of the Kanawha Secondary Track, formerly part of the New York Central RR, extends from *Charleston* (Milepost 125.6) to *Dickinson, W. Va.* (Milepost 139.9), a distance of *14.3 miles*, in Kanawha County, W. Va. Continuations of this line extend northwestward from Charleston and southeastward from Dickinson, both also under study in this Report. At Charleston this line connects with the Chesapeake & Ohio Main Line and the PC Hitop Secondary Track. A portion of the latter line (to Blue Creek) is owned by the Baltimore & Ohio and is part of the B&O's Charleston-Grafton line. PC operates via trackage rights and this agreement is also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 199).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Charleston	8,527
Snow Hill	7
Port Amherst	3,696
Malden	23
Belle	8,116
Witcher	2
Dickinson	3,524
Total carloads generated by the line	23,895
Average carloads per week	459.5
Average carloads per mile	1,671.0
Average carloads per train	79.7
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	11
Locomotive horsepower	3,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

USRA staff have noted the existence of active coal loading points on this line.

Information for Line Retention Decision

Revenue received by PC		$6,074,134
Average revenue per carload	$254	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	636,706	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	3,422,349	
Total variable (avoidable) cost		4,059,055
Net contribution (loss): total		2,015,079
Average per carload	84	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

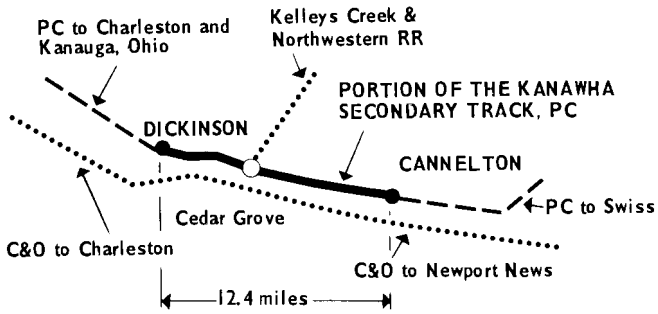
Recommendation

It is recommended that this portion of the Kanawha Secondary Track be included in the ConRail System. To avoid major rehabilitation costs, possibilities for reaching the Charleston area over trackage rights will be explored.

PORTION OF THE KANAWHA SECONDARY TRACK

USRA Line No. 514e

Penn Central



This portion of the Kanawha Secondary Track, formerly part of the New York Central RR, extends from *Dickinson* (Milepost 139.9) to *Cannelton, W. Va.* (Milepost 152.3), a distance of *12.4* miles, in Kanawha and Fayette Counties, W. Va. Continuations of this line extend southeastward from Cannelton and northwestward from Dickinson. Both of these continued portions are also under study in this Report. This line connects with the Kelley's Creek & Northwestern RR at Cedar Grove. This line was not described as potentially excess in the U.S. DOT Report (see Zones 195 and 199).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Valley Camp No. 1	0
Princess Susan Mine	0
Valley Camp No. 5	94
Valley Camp No. 8	9
Shrewbury	183
Cedar Grove	4,459
Glasgow	123
Midwest	966
Hugheston	45
Cannelton	15,824
Total carloads generated by the line	21,703
Average carloads per week	417.4
Average carloads per mile	1,750.2
Average carloads per train	37.7
1973 operating information:	
Number of round trips per year	575
Estimated time per round trip (hours)	10.5
Locomotive horsepower	3,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The

Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$7,795,257
Average revenue per carload	$359	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	746,901	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	12,791	
Cost incurred beyond the branch line	4,581,710	
Total variable (avoidable) cost		5,341,402
Net contribution (loss): Total		2,453,855
Average per carload	113	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 135 crossties (an average of 11 crossties per mile). USRA Staff have noted the existence of active coal loading points on this line.

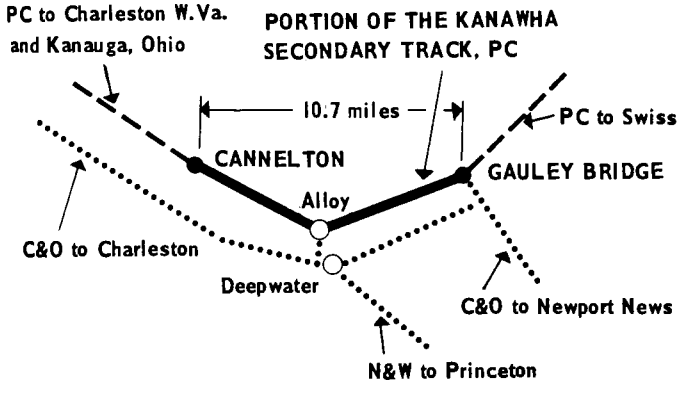
Recommendation

It is recommended that this portion of the Kanawha Secondary Track be included in the ConRail System. To avoid major rehabilitation costs, possibilities for reaching the Charleston area over trackage rights will be explored.

PORTION OF THE KANAWHA SECONDARY TRACK

USRA Line No. 514f

Penn Central



This portion of the Kanawha Secondary Track, formerly part of the New York Central RR, extends from *Cannelton* (Milepost 152.3) to *Gauley Bridge, W. Va.* (Milepost 163.0), a distance of *10.7 miles*, in Fayette County, W. Va. Continuations of this line extend eastward from Gauley Bridge and northwestward from Cannelton, both also under study in this Report. Connections are with the Chesapeake and Ohio Main Line at Gauley Bridge. This line was not analyzed in the U.S. DOT Report (see Zone 99).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Smithers	1
Dunns	14
Marewood	2,156
Deepwater Bridge	14
Alloy	3,655
Gauley Bridge	0
Total carloads generated by the line	5,840
Average carloads per week	112.3
Average carloads per mile	545.8
Average carloads per train	18.0
1973 operating information:	
Number of round trips per year	325
Estimated time per round trip (hours)	11
Locomotive horsepower	2,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$1,580,582
Average revenue per carload	$271	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	336,872	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	933,376	
Total variable (avoidable) cost		1,330,248
Net contribution (loss): Total		250,334
Average per carload	43	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). USRA staff have noted the existence of active coal loading points on this line.

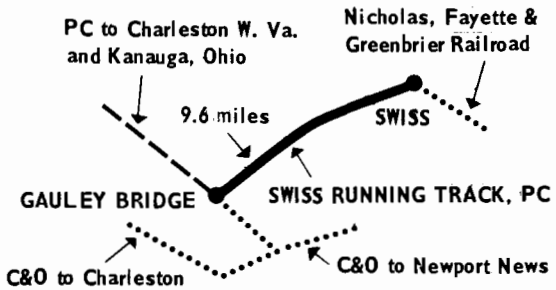
Recommendation

It is recommended that this portion of the Kanawha Secondary Track be included in the ConRail System. To avoid major rehabilitation costs, possibilities for reaching the Charleston area over trackage rights will be explored.

SWISS RUNNING TRACK

USRA Line No. 514g

Penn Central



The Swiss Running Track, formerly part of the New York Central RR, extends from *Gauley Bridge* (Milepost 163.0) to *Swiss, W. Va.* (Milepost 172.6), a distance of *9.6 miles*, in Fayette and Nicholas Counties, W. Va. A continuation of this line which extends northwestward from Gauley Bridge to Charleston is also under study in this Report. Connections are: a Chesapeake & Ohio line to the C&O Main Line at Gauley Bridge, and the Nicholas, Fayette & Greenbrier RR at Swiss. This line was not analyzed in the U.S. DOT Report (see Zone 99).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Clearfield	9,320
Swiss	77
Total carloads generated by the line	9,397
Average carloads per week	180.7
Average carloads per mile	978.9
Average carloads per train	13.9
1973 operating information:	
Number of round trips per year	675
Estimated time per round trip (hours)	11.5
Locomotive horsepower	3,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$707,602
Average revenue per carload	$75	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	446,392	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	193,107	
Total variable (avoidable) cost		639,499
Net contribution (loss): Total		68,103
Average per carload	7	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

USRA staff have noted the existence of active coal loading points on this line.

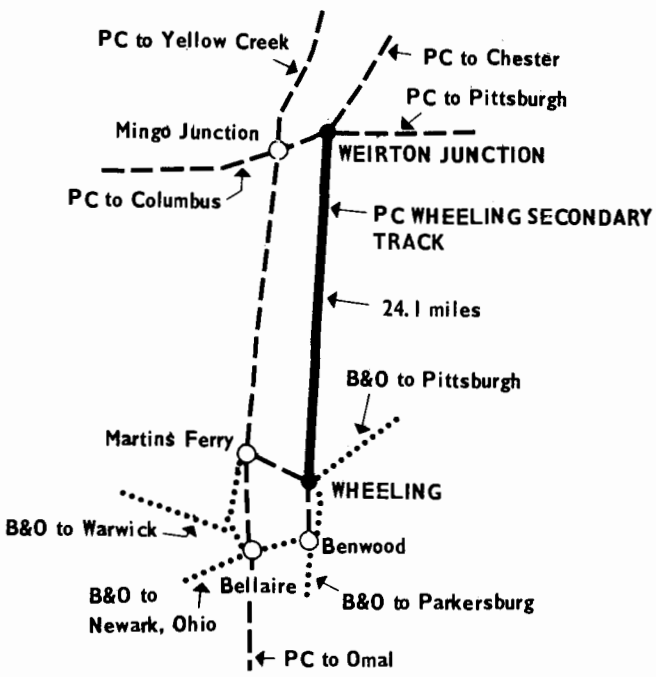
Recommendation

It is recommended that the Swiss Running Track be included in the ConRail System. To avoid major rehabilitation costs, possibilities for reaching the Charleston area over trackage rights will be explored.

WHEELING SECONDARY TRACK

USRA Line No. 645

Penn Central



The Wheeling Secondary Track, formerly part of the Pennsylvania RR, extends from *Weirton Junction* (Milepost 0.0) to *Wheeling* (Milepost 24.1), a distance of *24.1 miles*, in Brooke and Ohio Counties, W. Va.

This line connects with PC's Pittsburgh-Columbus Main Line at Weirton Junction and B&O's Pittsburgh-Chicago Main Line at Wheeling. This line was not described as potentially excess in the U.S. DOT report. (see Zones 98 and 99).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Wheeling[1]	764
E. Steubenville	18,061
Follansbee	13,282
Wellsburg	2,029
Beach Bottom	1,309
Short Creek	3
Warwood	332
Total carloads generated by the line	35,780
Average carloads per week	688.1
Average carloads per mile	1,484.7
Average carloads per train	143.1
1973 operating information:	
Number of estimated trips per year	250
Estimated time per round trip (hours)	32
Locomotive horsepower	1,200
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$8,338,503
Average revenue per carload	$233	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	1,106,069	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	17,329	
Cost incurred beyond the branch line	5,262,536	
Total variable (avoidable) cost		6,385,934
Net contribution (loss): Total		1,952,564
Average per carload	55	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 500 crossties (an average of 21 crossties per mile).

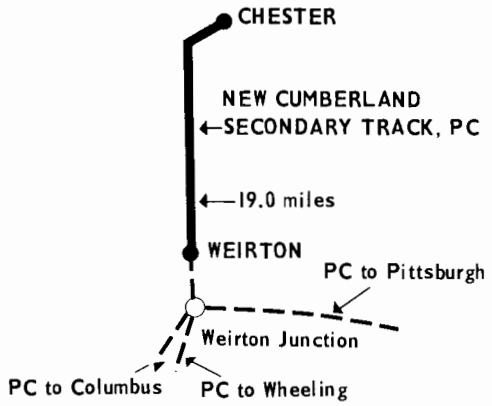
Recommendation

It is recommended that the Wheeling Secondary Track be included in the ConRail System.

NEW CUMBERLAND SECONDARY TRACK

USRA Line No. 713

Penn Central



The New Cumberland Secondary Track, formerly part of the Pennsylvania RR, extends from *Weirton Jct.* (Milepost 3.0) to *Chester, W. Va.* (Milepost 22.0), a distance of *19.0 miles*, in Hancock County, West Virginia. At Weirton Junction, this line connects with the PC Pittsburgh to St. Louis Line and the PC Wheeling Secondary Track to Wheeling. This line was not described at potentially excess in the U.S. DOT Report (see Zone 98).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
New Cumberland	117
Arroyo	8
Congo	2,439
Kenilworth	2
Newell	1,401
Chester	2,571
Total carloads generated by the line	6,538
Average carloads per week	125.7
Average carloads per mile	344.1
Average carloads per train	26.2
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	8
Locomotive horsepower	1,200
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report".

Information for Line Retention Decision

Revenue received by PC		$2,515,865
Average revenue per carload	$385	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	353,743	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	78,232	
Cost incurred beyond the branch line	1,739,214	
Total variable (avoidable) cost		2,171,189
Net contribution (loss): total		344,676
Average per carload	53	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 10,600 crossties (an average of 549 crossties per mile).

Recommendation

It is recommended that the New Cumberland Secondary Track be included in the ConRail System.

Lines Not Now Being Served

Line No.	Termini	Date last used	Reason
	CANADA		
	PC		
716A	Essex to McGregor	May 10, 1974	Due to track conditions.
	CONNECTICUT		
	PC		
45	Hazardville to E. Windsor	June 1, 1974	Lack of demand for service.
58	Stepney to Botsford Br. Near Botsford	Jan. 1, 1969	Lack of demand for service.
64	CV Connection at Norwich	Jan. 1, 1964	Inadequate clearance.
	DELAWARE		
	PC		
138	Banks to Farnhurst	Jan. 1, 1960	Lack of demand for service.
	RDG		
938	Kentmere Junction to Kentmere	Jan. —1974	Flood damage "Agnes".
	ILLINOIS		
	PC		
407	Englewood to LaSalle St.	Jan. 1, 1969	PC merger.
408	Chicago to Kankakee (ICG Trackage Rights)	May 1, 1971	Amtrak took passenger service.
415A	Frankfort to Joliet	Dec. 1973	CRI interlocking breakdown.
569	Litchfield to Hillsboro	Apr. 29, 1973	Washouts.
607A	Olmsted to Cairo	Mar. 28, 1973	Track washed out along Ohio River.
607C	Sahara Mine to Harco	Jan. 1, 1973	Depletion of coal reserves.
611A	Waynesville to Atlanta	Apr. 1973	Track washed out.
697	Hickory Creek to Des Plaines St., Joliet	Dec. 1973	Damaged CRI interlocking.
	INDIANA		
	PC		
401A	Pleasant Lake to South of Angola	Jan. 1, 1969	Lack of demand for service.
412	Nutwood to South Bend	Jan. 1, 1973	Lack of demand for service.
413	South Bend Branch at South Bend.	Jan. 1, 1971	Lack of demand for service.
563	Muncie Yard Running Track at Muncie	Nov. 1973	Lack of demand for service.
564	Muncie to Matthews	Nov. 1972	Lack of demand for service.
568	Snow Hill Branch West of Macksburg	Mid 1960's	Depletion of coal reserves.
572	Brookville to Connersville	Oct. 31, 1972	Track conditions; no patrons.
588	Columbus to North Vernon	Mar. 5, 1973	Track conditions; trackage rights on B&O.
591A	Greenwood to Cory	Jan. 1, 1970	Lack of demand for service.
599	Bicknell to Vincennes	Sept. 23, 1974	Bridge condition.
613	Skelton to Evansville	Apr. 1, 1972	Lack of demand for service.
615	Speedway to Clermont	Jan. 1, 1959	Lack of demand for service.
693	Fort Wayne to Hugo (N&W Trackage Rights)	Mar. 1, 1968	PC merger.
694	At Rushville (N&W Trackage Rights)	Oct. 1, 1973	Abandonment of Anderson—Greensburg Sec. Track.
701	Columbia City Sec. Trk. at Columbia City	July 1, 1969	Bridge washout.
	MARYLAND		
	PC		
155	East of Salisbury to Parsonburg	July 1, 1972	Lack of demand for service
199	North of Frederick to Frederick	June 23, 1972	Flood Damage—"Agnes."
	MASSACHUSETTS		
	PC		
3	Riverside to Newton Lower Falls	May 30, 1972	Lack of demand for service.
	MICHIGAN		
	PC		
396	Hillsdale to Osseo	Sept. 15, 1973	Lack of demand for service.
448	Lansing Branch at Albion	Sept. 1, 1968	Lack of demand for service.
449	Lansing Branch at Eaton Rapids	Oct. 1972	Lack of demand for service.
450	Lansing Branch at Lansing	Jan. 1, 1974	Industries relocated for Urban Renewal.
463C	Byron Center to Lamar	May 1, 1958	Lack of demand for service.
530B	Cement City to Ackerson Lake	Oct. 1, 1971	Lack of demand for service.
696	18½ St. to Fort Street at Detroit (Ft. Street Union Depot Trackage Rights)	July 1, 1972	Lack of demand for service.
	NEW JERSEY		
	PC		
170	Penndel Branch #2 at Delair	Dec. 31, 1970	Lack of demand for service
	NEW YORK		
	PC		
73	Schenectady to Hoffmans	Jan. 26, 1972	Amtrak trains rerouted.
74	Carman to Schenectady	Jan. 26, 1972	Amtrak trains rerouted.
77	Herkimer to Poland	May 30, 1972	Flood damage.
94	Carthage Branch at Watertown	June 1, 1970	Lack of demand for service.
136A	Campbell Hall to Montgomery (EL Trackage Rights)	Mar. 15, 1972	PC merger.
232	Penn Yan to Dresden	June 23, 1972	Flood damage—"Agnes."
245	Olean to Allegany	June 23, 1972	Flood damage—"Agnes."
668	Highland to Poughkeepsie	May 1974	Bridge damage.
699	Buffalo to Black Rock (EL Trackage Rights)	1968	PC merger.
	LV		
1001	Geneva to Rushville	Feb. 28, 1975	Track condition.
	OHIO		
	PC		
368	Dillonvale to Piney Fork	Jan. 1, 1970	Lack of demand for service.
370	Magnolia to Dover	Sept. 30, 1970	Tunnel damage.
381	"QD" to Fairhill Road	Dec. 31, 1972	Amtrak service discontinued.
382	Fairhill Road to Cleveland Union Terminal (N&W).	Dec. 31, 1972	Amtrak service discontinued.
383	Cleveland Union Terminal	Dec. 31, 1972	Amtrak service discontinued.
384	West 25th Street to Clark	Dec. 31, 1972	Amtrak service discontinued.

Line No.	Termini	Date last used	Reason
	OHIO—continued		
	PC		
385	LE & P Branch South of Marcy	Jan. 1, 1970	Lack of demand for service.
388A	Bellevue to Clyde	Sept. 1, 1970	Lack of demand for service.
475	Miami X-ing at Columbus to Union Depot	Mar. 7, 1973	Lack of demand for service.
487A	Johnstown to north of Granville	July 1, 1971	Flooding.
492	Crooksville to Fultonham	June 30, 1970	Tunnel condition.
499	Delaware to Scioto	1970	Lack of demand for service.
507A	Green Springs to Tiffin	Sept. 1, 1973	Lack of demand for service.
508	Tiffin to Berwick	Sept. 1, 1973	Lack of demand for service.
516A	Waynesville to Morrow	July 1, 1973	Lack of demand for service.
526	Dayton to Hempstead	Jan. 1, 1969	Lack of demand for service.
550	Hewitt to Savona	Sept. 1, 1973	Track & structure deficiencies, lack of demand for service.
552	Arcanum to Savona	Sept. 1, 1973	Track & structure deficiencies, lack of demand for service.
553	Hewitt to Glen Karn	Sept. 1, 1973	Lack of demand for service.
	PENNSYLVANIA		
	PC		
140	Wawa to Upland	Sept. 1971	Line washed out.
171	Commerce St. Branch at Philadelphia	Jan. 1, 1971	Lack of demand for service.
172	Church St. Siding at Philadelphia	Jan. 1, 1971	Lack of demand for service.
173	At Devault	1970	Lack of demand for service.
178	Lancaster to Quarryville	June 23, 1972	Flood Damage—"Agnes."
179	Conewago to Cornwall	June 1972	Flood Damage—"Agnes."
184	Elizabethville to Millersburg	June 23, 1972	Flood Damage—"Agnes."
189	Sagon Jct. to Terminus	Sept. 30, 1970	Coal mining activity ceased.
191	Nanticoke to Glenlyon	Aug. 26, 1971	Coal mining activity ceased.
200	Chambersburg to Waynesboro	Sept. 1971	Flooding and track conditions.
207	Reedsville to Milroy	Nov. 10, 1970	Track condition.
211	Lemont to Coburn	June 23, 1972	Flood Damage—"Agnes."
220	Lovett to Lloydell	June 23, 1972	Flood Damage—"Agnes."
221	Paint Creek Br. at Windber	Dec. 31, 1970	Lack of demand for service.
225	Watsontown Sec. Track at Berwick	Jan. 1, 1973	Lack of demand for service.
226	Eyersgrove Jct. to Millville	June 1972	Lack of demand for service.
227	Antlers to Williamsport	May 1, 1971	Passenger service discontinued.
239	Lawrenceville to Blossburg (EL Trackage Rights)	Apr. 1952	Lack of demand for service.
242A	Mill Hall Ind. Track at McElhattan	Feb. 1, 1971	Left in place during previous abandonment for potential industrial park.
263	Curwensville to Falls Creek (B&O Trackage Rights)	July 25, 1964	Rerouting of coal traffic.
264	Curwensville to Clearfield (B&O)	1970	PC merger
267	Wallaceton to Bigler	Mar 1, 1972	PC merger.
268	Viaduct to Grass Flat	June 30, 1971	Depletion of coal reserves.
274	Potts Run to Kellytown	Oct. 1970	Depletion of coal reserves.
278	Ednie Branch at Houtzdale	Jan. 1, 1969	Depletion of coal reserves.
286	Madera to Irvona	Jan. 1, 1969	Depletion of coal reserves.
287	LaJose Branch near LaJose	Jan. 1, 1973	Depletion of coal reserves.
	PENNSYLANIA—continued		
	PC		
299	Barnesboro to Terminus	Jan. 1, 1973	Lack of demand for service in coal mining area.
302	Coal Branch near Dixonville	Jan. 1, 1972	Lack of demand for service in coal mining area.
303	Price Run Industrial Trk near Dixonville	Jan. 1, 1969	Lack of demand for service.
304	Dixonville to Terminus	Jan. 1, 1969	Lack of demand for service.
339	Vance Mill Branch near Bute	Jan. 1, 1969	Lack of demand for service.
346	Sugar Crk. Br. near Tyler-dale Jct.	Jan. 1, 1969	Lack of demand for service.
348a	Cherry Valley Ind. Tr. at Burgettstown	Jan. 1, 1969	Lack of demand for service.
357	Wilmington Jct. to New Wilmington	Sept. 17, 1973	Unsafe operating conditions.
360A	Linesville to Girard Jct.	Jan. 1, 1972	PC merger.
652	Punxsutawney to Mundorf	Apr. 1, 1974	Lack of demand for service.
654	Blandburg to Glasgow	Jan. 1, 1973	Depletion of coal reserves.
664A	Washington to Waynesburg	Jan. 1, 1960	Lack of demand for service.
704	Gardener Run Br. near Barnesboro	Jan. 1, 1973	Depletion of coal reserve.
705	Brockway to Hydes	Jan. 1, 1969	Lack of demand for service.
707	Sharpville to West Middlesex	Mar. 1, 1968	PC merger.
	RDG		
911	Carlisle Junction to Gettysburg Junction	June 1972	Flood damage—"Agnes."
913	Hummelstown to Middletown	June 1972	Flood damage—"Agnes."
941	Preston Branch	Mar. 1972	Flood damage—"Agnes."
942	Girard Mammoth Colliery Branch	Mar. 1972	Flood damage—"Agnes."
944	Reading & Columbia Branch	Mar. 1972	Flood damage—"Agnes."
	LV		
1004	Towanda to Dushore	1972	Flood damage—"Agnes."
1005	Montrose to Tunkhannock	1973	Track condition.
1006	Pink Ash Junction to Freeland	1972	Flood damage—"Agnes."
1010	Freemansburg to West Easton	1972	Lack of demand for service
1011	Glen Onoko (Hetchel) to Nesquehoning Junction	1972	Track condition
	WEST VIRGINIA		
	PC		
510	Quinwood to Marfrance	June 30, 1969	Depletion of coal reserves.
511	Beelick Knob to Terminus	June 30, 1966	Depletion of coal reserves.
	INTERSTATE		
	PC		
142	Wawa, Pa., to Colora, Md.	Sept. 9, 1971	Washouts.
145	York, Pa., to Cockeysville, Md.	June 23, 1972	Flood damage—"Agnes."
217	Bedford, Pa., to Cumberland, Md.	June 23, 1972	Flood damage—"Agnes."
230	Williamsport, Pa., to Southport, N.Y.	June 23, 1972	Flood damage—"Agnes."
406	Whiting, Ind., to Calumet River, Ill.	June 1969	PC merger.

Recently Abandoned Lines

Line No.	Termini	Abandonment effective date	ICC Docket No.
	CONNECTICUT		
	PC		
48	Rocky Hill to North Cromwell	July 17, 1972	FD 26858
57	Waterbury to Watertown	June 1, 1973	FD 26561
63	Wilson Point Branch at South Norwalk	Jan. 6, 1973	FD 26778
673	Putnam to Thompson	Oct. 1, 1969	FD 25390
	DELAWARE		
	PC		
158	Rehoboth to Lewes	Oct. 28, 1972	AB-5-30
	ILLINOIS		
	PC		
409	Cummings Branch at South Chicago	Aug. 1, 1972	FD 26713
570	East Alton to Alton	Nov. 30, 1973	AB-5-89
608	Farrington to Paris	Dec. 1, 1972	FD 26562
614	Ledford to Terminus	Jan. 1, 1974	AB-5-77
	INDIANA		
	PC		
400	Waterloo to Pleasant Lake	June 15, 1973	AB-5-27
410	SCS Railway #1 at Indiana Harbor	Aug. 1, 1972	FD 26563
416	Fort Wayne to Auburn Junction	Aug. 1, 1973	AB-5-26
421	Churubusco to Auburn Junction	Nov. 29, 1973	FD 26782
424	Culver to Plymouth	Oct. 1, 1973	AB-5-20
425	Plymouth to Nutwood	Dec. 15, 1973	AB-5-20, 23
567	Macksville to Terminus	Dec. 1, 1972	FD 26734
579	Carthage to Greensburg	Oct. 15, 1973	FD 26862
580	Craig to Westport	Mar. 1, 1973	FD 26703
581	Craig to Hope	Oct. 28, 1973	AB-5-15
583	Flat Rock to Fenns	Dec. 1, 1972	FD 26811
592	Bushrod to Linton Summit	Apr. 1, 1973	AB-5-56
600	Dewey to Guion	Dec. 1, 1972 and Oct. 6, 1973	FD 26732 AB 5-95, 96
601	Guion to Waveland	Nov. 30, 1969	FD 25036
603	Crawfordsville to Frankfort	Oct. 6, 1973	FD 26732
	MARYLAND		
	PC		
141	Loudon Park to Catonsville	July 28, 1973	AB-5-88
146	Popes Creek to Woodzell	June 10, 1973	AB-5-13
154	Parsonburg to Pittsville	Sept. 10, 1972	FD 26630
157	Berlin to West Ocean City (Operation Continued by short line)	July 19, 1974	FD 26630
	MASSACHUSETTS		
	PC		
1	Grand Junction Branch East of Chelsea Creek	Oct. 1, 1973	AB-5-143
2	South Spencer to Spencer	June 1, 1972	FD 26878
4	Metcalfs to Milford	July 22, 1972	FD 26564
7	East Brookfield to North Brookfield	Dec. 7, 1972	FD 26963
18	West Quincy Sec. Trk. Near West Quincy	July 4, 1973	AB-5-119
27	Weir Junction to Dighton	Oct. 22, 1971	FD 26641

Line No.	Termini	Abandonment effective date	ICC Docket No.
	MICHIGAN		
	PC		
392	Adrian to Clayton	Oct. 15, 1973	AB-5-36
397	Hillsdale to North Adams	June 15, 1973	AB-5-35
403	Fort Wayne Junction to Bankers	June 15, 1973	AB-5-28
405	Hales to Horton	June 15, 1973	AB-5-29
431	3rd St. Freight Terminal at Detroit	June 1, 1972	AB-5-16
432	3rd St. Freight House Branch at Detroit	July 1, 1972	AB-5-16
439	Colling to Bach	July 1, 1973	FD 26859
462	Parchment to Plainwell	Mar. 1, 1973	FD 26939
468	Kalamazoo to South Haven	Oct. 15, 1973	FD 26696
469	Grand Rapids Belt at Grand Rapids	Apr. 30, 1972	FD 26794
471	Benton Harbor to St. Joseph	Mar. 1, 1973	FD 26565
474	Ypsilanti to Terminus	Oct. 18, 1969	FD 25687
	NEW JERSEY		
	PC		
118	Middlebush to East Millstone	Oct. 1, 1973	AB-5-67
122	Freehold Sec. Trk. at Farmingdale	Dec. 14, 1973	FD 26867
129	Kinkora to Lewis	Dec. 1, 1973	FD 26735
	NEW YORK		
	PC		
12	Post Road to Rensselaer	Aug. 1, 1973	AB-5-74
65	Carmel to Putnam Junction	June 11, 1973	FD 26568
75	Selkirk Yard to Terminus	June 15, 1972	FD 26884
78	Remsen to Lake Placid	Dec. 1972	FD 26567
82	South Fort Plain to Ilion	July 17, 1972 Apr. 29, 1973	FD 26568 FD 26905
83	West Shore Sec. Trk. at South Utica	Jan. 1972	FD 25953
91	Clayton to Philadelphia	May 1, 1973	FD 26940
97	Canandaigua to Holcomb	Sept. 1, 1972	FD 26567
99	Batavia to Attica	Aug. 1, 1973	AB-5-117
113	Lackawanna to Wadsworth Junction	Jan. 19, 1970	FD 26147
114	Scottsville Yard to Wadsworth Junction	Oct. 1, 1973	FD 26147
115	Owasco River Railway at Auburn	Apr. 29, 1973	FD 26575
235	Seneca Castle to Phelps Junction	Sept. 1, 1973	FD 26938
236	Phelps Junction to Newark	Sept. 1, 1973	FD 26938
237	Stanley to Canandaigua	Aug. 21, 1972	FD 26964
247	Blasdell to Brocton	May 31, 1973	FD 26566
259	Fredonia to Falconer	Dec. 31, 1973	FD 26870
	LV		
1019	Ithaca to Geneva Jct	Nov. 22, 1967 Nov. 22, 1962	FD 24472 FD 21612
	OHIO		
	PC		
350	Hill Track at East Liverpool	Nov. 27, 1973	FD 26698
362	Canfield Branch at Youngstown	Nov. 1, 1972	AB-5-88
363	Braceville to Newton Falls	Nov. 1, 1972	AB-5-37
364	Newton Falls to North Benton	Dec. 7, 1974	FD 26883
366	Alliance Branch at Alliance	Sept. 1, 1973	FD 26865
372	Dover to Parral	May 22, 1972	FD 26588
379/479	Orrville to Holmesville	July 15, 1971	FD 25817
386	Sandusky Branch at Sandusky	Feb. 15, 1972	FD 26796
390	Carrothers to Tiro	Aug. 1, 1972	FD 26588
476	London to Lilly Chapel	Dec. 1, 1972	FD 26697
484	Carey to Van Lue	Sept. 15, 1973	AB-5-103
486	Bucyrus to Edison	May 14, 1970	FD 25925
489	Hebron to Thurston	Sept. 15, 1973	AB-5-44

Line No.	Termini	Abandonment effective date	ICC Docket No.
	PENNSYLVANIA		
	PC		
134	Oxford Road Branch at Philadelphia	Dec. 1, 1973	AB-5-155
139	Lamokin Run Branch at Chester	Nov. 7, 1972	AB-5-8
174	New Holland Sec. Trk. at Downingtown	Oct. 1, 1973	AB-5-125
182	Steelton Canal Branch at Harrisburg	Jan. 12, 1972	FD 26798
183	Lykens to Elizabethville	Nov. 19, 1970	FD 26051
187	Shamokin Sec. Trk. at Sunbury	June 15, 1973	AB-5-126
188	Brady to Terminus	Nov. 17, 1972	AB-5-18
190	West Nanticoke Branch near Nanticoke	Nov. 15, 1972	AB-5-21
193	Mifflinburg to Coburn	July 14, 1970	FD 26023
195	Schuylkill Haven to Pottsville	Oct. 1968	FD 25199
213	Covedale to Terminus	Feb. 1, 1972	FD 26798
215	Roaring Spring to Ore Hill	July 10, 1972	FD 26544
219	Vicinity of Portage	Aug. 1, 1972	FD 26570
222	South Fork Secondary Trk. at Ashtola	May 22, 1972	FD 26787
223	East Vintondale to Terminus	May 22, 1972	FD 26860
224	Ganister to Oreminea	Aug. 21, 1972	FD 26570
228	Upper Canal Branch at Williamsport	June 30, 1971	FD 26569
240	Cowanesque Valley Jct. to Elkland	Aug. 21, 1972	FD 26569
241	Rich Branch Connection to McElhattan	Dec. 1, 1972	AB-5-53
242	McElhattan to Lock Haven	Feb. 14, 1973	AB-5-54
243	Mill Hall to Terminus	Sept. 1, 1973	AB-5-55
244	Corryville to Smethport	Nov. 27, 1973	AB-5-86
255	Glade to Big Bend	Dec. 1, 1972	FD 26807
261	Brockway to Ridgway	Sept. 1, 1973	AB-5-39
262	Hydes to Terminus	Aug. 21, 1972	FD 26570
265	Vail to Osceola Mills	Oct. 16, 1971	FD 26570
266	Woodland to Field	Oct. 16, 1971	FD 26570
269	Graham #1 near Philipsburg	Mar. 7, 1972	FD 26787
270	Graham #2 near Philipsburg	Mar. 7, 1972	FD 26787
271	Philipsburg Branch near Philipsburg	June 1, 1972	FD 26534
272	Loch Lomond to Philipsburg	Feb. 16, 1973	AB-5-72
273	Dimeling to Wynn	Feb. 1, 1972	FD 26806
275	Kellytown to Carnwath	June 25, 1973	AB-5-63
276	Mapleton #1 at Boynton	Oct. 16, 1971	FD 26570
277	Junction Coal Run Branch to Terminus	Apr. 11, 1972	FD 26860
279	Trout Run Branch at Osceola Mills	Oct. 16, 1971	FD 26570
280	Osceola Mills to Terminus	Feb. 16, 1973	AB-5-81
281	Coal Run Junction to Terminus	May 22, 1972	FD 26797
282	Madera to McCartney	Sept. 1, 1973	FD 26868
283	Amesville #1 & 2 at Houtzdale	Oct. 16, 1971	FD 26570
284	Smoke Run to Terminus	Oct. 16, 1971	FD 26570
285	Banian Junction to Terminus	Mar. 22, 1972	FD 36791
288	McGees Junction to Mahaffey	Apr. 11, 1972	FD 26869
289	Canoe Creek Branch near Rossiter	Nov. 27, 1973	AB-5-89
290	Punxsutawney to Terminus	Dec. 14, 1973	FD 26903
291	Mundorf to Fordham	May 22, 1972	FD 26795
292	Garway to Hastings	May 22, 1972	FD 26866
293	Patton #1 near Patton	Mar. 21, 1972	FD 26570
294	Patton #3 near Patton	Mar. 22, 1972	FD 26791
296	McCoy Run Branch near McGees	July 14, 1971	FD 26544
297	Emigh Run Branch near Cherry Tree	Feb. 3, 1973	AB-5-83
298	Porter Run Branch near Barnesboro	Aug. 21, 1972	FD 26570
300	Luther Branch near Bakerton	Feb. 3, 1973	AB-5-83
301	Buck Run Branch near Clymer	Mar. 22, 1972	FD 26791
305	Latrobe to Terminus	Dec. 15, 1972	AB-5-34
306	Donohoe to New Alexandria	Aug. 21, 1972	FD 26570
307	Jamison Branch near Crabtree	Aug. 21, 1972	FD 26570
308	Manor Branch near Manor	June 1, 1972	FD 26790
309	Cereal to Terminus	Nov. 1, 1972	AB-5-33
311	Turtle Creek Branch near Saltsburg	Aug. 21, 1972	FD 26570
316	Indiana to Cummings	Sept. 1, 1973	AB-5-148
317	Creekside to Coal Run	Dec. 15, 1973	AB-5-149
318	Saltsburg to Conemaugh M.L.	Nov. 27, 1973	AB-5-50
319	Leechburg to Terminus	Nov. 1, 1973	AB-5-11
320	Bover Run Branch near Youngwood	Nov. 1, 1972	AB-5-12
321	Mammoth Branch near Youngwood	Nov. 27, 1973	FD 26793
322	Bessemer Branch near Humphreys	Dec. 31, 1972	FD 26485
323	Marguerite Branch near Marguerite	Dec. 31, 1971	FD 26485
324	Whyel Branch near Yukon	May 20, 1971	FD 26485
325	Verona to Terminus	July 10, 1972	FD 26545
327	Homer City to Terminus	June 1, 1972	FD 26570
328	Youngwood to Terminus	Aug. 1, 1973	AB-5-42
329	Hutchinsons Mine to Cowansburg	Aug. 21, 1972	FD 26569
330	Hunter Run Branch near Yukon	Nov. 1, 1972	FD 26570
332	Cowansburg to Gratztown	Nov. 1, 1972	AB-5-32
333	Everson & Broadford near Scottdale	Sept. 1, 1973	AB-5-141
334	Opossum Run Branch near McConnellsville	Sept. 1, 1973	AB-5-146
336	Fairchance to Terminus	June 1, 1972	FD 26570
340	Millsboro to Crucible	Sept. 1, 1973	FD 27237
341	Cokeburg Branch near Cokeburg	July 10, 1972	FD 26544
342	Ontario Branch near Cokeburg	June 1, 1972	FD 26570
343	Bridgeville & McDonald Branch near Sygan	May 22, 1972	FD 26206
345	West of Houston to Westland	Nov. 1, 1972	AB-5-31
347	Burgettstown to Cherry Valley	Aug. 1, 1973	AB-5-45
348	Langeloth to Studa	Aug. 1, 1973	AB-5-46
349	Beaver Valley Running Trk. near Vanport	Aug. 1, 1973	AB-5-123
358	Mercer to Terminus	June 1, 1972	FD 26922
	RDG		
927	Lorberry Jct to Terminus	Jan. 17, 1966	FD 23816
928	Tremont to Terminus	July 29, 1966	FD 24143
	RHODE ISLAND		
	PC		
37	Warren to Bristol	May 9, 1973	AB-5-60
	VIRGINIA		
	PC		
164	Cape Charles to Kiptopeke	Dec. 15, 1972	FD 26572
	INTERSTATE		
	PC		
89	Ogdensburg, N.Y. to Prescott, Ont.	July 17, 1972	FD 26622
116	Greenville, N.J. to Bay Ridge, N.Y.	Nov. 3, 1971	FD 26018
351	Shippingport, Pa. to Chester, W. Va.	June 1, 1972	FD 26710
359	Farrell, Ohio to Ferrona, Pa.	Sept. 1, 1973	AB-5-69
411	Hammond, Ind. to Hegewisch, Ill.	Sept. 1, 1973	AB-5-14

ERRATA PERTAINING TO VOLUME II

Printing of Volume II was completed prior to Volume I. Errors and revisions to Volume II, therefore, are published in this volume and provided on sheets for direct insertion in Volume II. For the sake of clarity, the errata are printed in italics.

Reference	*Now Reads*	*Should Read*
Page 43, line segment 40, paragraphs 3, 4 and 5, right column	The Norwich & Worcester RR intends to reacquire control of this line and operate it as an independent short-line railroad. **Disposition** The Southbridge Secondary Track is not designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix. Control and operation of this line by the Norwich & Worcester RR would preserve rail service to all of the traffic generated on this line.	The Norwich & Worcester Railroad may reacquire control of this line and operate it as an independent short line railroad *if it demonstrates its capability to operate the line.* **Disposition** *This portion of the Southbridge Secondary Track is* not *designated for transfer to the Consolidated Rail Corp. and is designated for offer to the Providence & Worcester Railroad.* *However, this portion of the Southbridge Secondary Track will be designated to the Norwich & Worcester Railroad if it demonstrates its ability to operate the line prior to conveyance.* *If the offer is not accepted, the line will be acceptable for subsidy pursunt to section 304 of the Act. Please refer to Chapter 8 (Designations) for a more complete description of the conveyance options regarding this line segment.*

Reference	*Now Reads*	*Should Read*
Page 47, line segment 678a, last paragraph left column	The Norwich & Worcester Railroad intends to reacquire this line and operate it as an independent short line railroad.	The Norwich & Worcester Railroad intends to reacquire this line and operate it as an independent short line railroad *if it demonstrates its ability to operate the line.*
	Disposition This portion of the Norwich Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line specific recommendations, see section C of this appendix. Control and operation of this line by the Norwich & Worcester RR would preserve rail service to *all* of the traffic generated on this line.	**Disposition** *This portion of the Norwich Secondary Track is* not *designated for transfer to the Consolidated Rail Corp. and is designated for offer to the Providence & Worcester Railroad.* *However, this portion of the Norwich Secondary Track will be designated to the Norwich & Worcester Railroad if it demonstrates its ability to operate the line prior to conveyance.* *If the offer is not accepted, the line will be acceptable for subsidy pursuant to section 304 of the Act. Please refer to Chapter 8 (Designations) for a more complete description of the conveyance options regarding this line segment.*
Page 48, line segment 43, last paragraph, right column	This portion of the Shore Line shall be transferred to Amtrak. ConRail will continue to provide local freight service.	This portion of the Shore Line shall be transferred to Amtrak *under the circumstances described in Chapter 8.* ConRail will continue to provide local freight service.
Page 179, line segment 455a, paragraph 3, left column	The portion of this line necessary to serve the traffic generated at Owosso shall be offered for sale to the Grand Trunk Western RR. This sale would preserve rail service to an estimated 222 carloads or approximately 35 percent of the traffic generated on this line.	The portion of this line necessary to serve the traffic generated at Owosso shall be offered for sale to the Grand Trunk Western RR *unless ConRail operates through Owosso to reach Saginaw-Bay City if the GTW does not accept offers under projects GTW-6 and GTW-7 or grant trackage rights under project MI-16.* This sale would preserve rail service to an estimated 222 carloads or approximately 35 percent of the traffic generated on this line.
Page 197, line segment 1300, paragraph 4, left column	The portion of this line necessary to serve the traffic generated from Durand to Owosso shall be offered for sale to the Grand Trunk Western RR *only* if the GTW acquires Line Nos. 443, 446 and 447. This sale would preserve rail service to an estimated 332 carloads or approximately 16 percent of the traffic generated on this line.	The portion of this line necessary to serve the traffic generated from Durand to Owosso shall be offered for sale to the Grand Trunk Western RR *only* if the GTW acquires Line Nos. 443, 446 and 447 *or if ConRail obtains trackage rights on the GTW from Durand to Saginaw.* This sale would preserve rail service to an estimated 332 carloads or approximately 16 percent of the traffic generated on this line.

Reference	*Now Reads*	*Should Read*
Page 198, line segment 1301, last paragraph, right column and page 199, remainder of this paragraph	The portion of this line necessary to serve the traffic generated from Owosso to Ashley shall be offered for sale to the Grand Trunk Western RR. This sale would preserve rail service to an estimated 2,110 carloads or approximately 37 percent of the traffic generated on this line.	The portion of this line necessary to serve the traffic generated from Owosso to Ashley shall be offered for sale to the Grand Trunk Western RR *if Line Nos. 443, 446, and 447 are sold to the GTW or ConRail obtains trackage rights over GTW from Durand to Saginaw.* This sale would preserve rail service to an estimated 2,110 carloads or approximately 37 percent of the traffic generated on this line.
Page 200, line segment 393, first two lines, right column	of this line from Ottawa Lake to Lenawee will be required by ConRail to serve Line No. 395.	of this line from Ottawa Lake to Lenawee *Junction* will be required by ConRail to serve Line No. 395.
Page 435, line segment 691, paragraphs 4 and 5, left column	This portion of Philadelphia-to-Pittsburgh line is designated for transfer to ConRail on the condition that it will be transferred to Amtrak under sale, lease or other acquisition. If this conveyance to Amtrak (or ConRail) is consummated, then ConRail will provide local freight service on this line.	This portion of Philadelphia-to-Pittsburgh line is designated for transfer to ConRail. *Please refer to Chapters 2 and 8 of Volume I for discussion of possible subsequent transfer to other entities.*
Page 435, line segment 691a, paragraphs 6 and 7, left column	This portion of Philadelphia-to-Pittsburgh line, extending from *West of Lancaster* (Milepost 73.0) to *Conewago, Pa.* (Milepost 90.5), including 1.0 mile of the Lebanon Running Track from Milepost 0.0 to Milepost 1.0 at Conewago, a total distance of *18.5 miles*, in Lancaster County, Pa., a line which was recommended for inclusion on Page 772 of the Preliminary System Plan, is designated for transfer to ConRail on the condition that it will be transferred to Amtrak under sale, lease or other acquisition. If this conveyance to Amtrak (or ConRail) is consummated, then ConRail will provide local service on this line. If this recommended transfer to Amtrak is not effected, then ConRail will acquire this line for its own account and will provide local freight service.	This portion of Philadelphia-to-Pittsburgh line, extending from *West of Lancaster* (Milepost 73.0) to *Conewago, Pa.* (Milepost 90.5), including 1.0 mile of the Lebanon Running Track from Milepost 0.0 to Milepost 1.0 at Conewago, a total distance of *18.5 miles*, in Lancaster County, Pa., a line which was recommended for inclusion on Page 772 of the Preliminary System Plan, is designated for transfer to ConRail *which will provide local freight service on this line. Please refer to Chapters 2 and 8 of Volume I for discussion of possible subsequent transfer to other entities.*
Page 435, line segment 691b, last two paragraphs, right column	This portion of the Philadelphia-to-Pittsburgh line is designated for transfer to ConRail on the condition that it will be transferred to Amtrak under sale, lease or other acquisition. ConRail will *not* provide local freight service on this line. If this recommended transfer to Amtrak is not effected, then ConRail will *not* acquire this line for its own account and will *not* provide local freight service.	This portion of the Philadelphia-to-Pittsburgh line *will* not *be included in ConRail except under the circumstances described in Chapters 2 and 8 of Volume I. This line is available for subsidy pursuant to section 304 of the Act.*

Reference	*Now Reads*	*Should Read*
Page 436, line segment 691c, paragraphs 1 and 2, left column	The USRA board has included Philadelphia-Harrisburg in the definition of Northeast Corridor properties to be transferred to Amtrak. This portion of the Philadelphia-to-Pittsburgh line, extending from Milepost 64.5 to Milepost 73.0, a distance of *8.5 miles at Lancaster*, in Lancaster County, Pa., a line which was recommended for inclusion on Page 772 of the Preliminary System Plan and is designated to ConRail for the exclusive purpose of leasing the line segment to Amtrak pursuant to section 206(c)(1)(C) of the Act. ConRail will continue to provide local freight service.	*This portion of the Philadelphia-to-Pittsburgh line, extending from Milepost 64.5 to Milepost 73.0, a distance of 8.5 miles at Lancaster, in Lancaster County, Pa., a line which was recommended for inclusion on Page 772 of the Preliminary System Plan and is designated to ConRail for local freight service. Please refer to Chapters 2 and 8 of Volume I for discussion of possible subsequent transfer to other entities.*
Page 508, second paragraph left column, last paragraph, right column.	Very high priority lines pass through proven reserves. Should demand for coal from these reserves increase, these lines might be prohibitively expensive to reassemble, replace or reconstruct—unless held in a rail bank. Rehabilitation estimates are derived from abandonment applications, from line questionnaire data and line viability analyses. The unit costs incorporated in the viability analysis are at 1973 cost levels. Cost adjustment factors of 1.43 and 1.27 were applied to update the 1972 and 1973 cost estimates respectively to the 1975 levels. The cost estimates tend to be conservative and do not generally include replacement of unique structures such as bridges and tunnels.	Very high priority lines pass through proven reserves. Should demand for coal from these reserves increase, these lines might be prohibitively expensive to replace or reconstruct—unless held in a rail bank. Rehabilitation estimates are derived from abandonment applications, from line questionnaire data and line viability analyses. The unit costs incorporated in the viability analysis are at 1973 cost levels. Cost adjustment factors of 1.43 and 1.27 were applied to update the 1972 and 1973 cost estimates respectively to the 1975 levels. The cost estimates tend to be conservative and do not generally include replacement of structures such as bridges and tunnels.
Page 518, second and third paragraphs, left column.	Section 206(c)(1)(E) of the Act directs USRA to "solicit the views and recommendations of the Secretary of Transportation, the Secretary of the Interior, the Administrator of the Environmental Protection Agency and other agencies of the Federal Government and of the States and political subdivisions thereof within the region, and the general public." In complying with this provision USRA sought the views of more than 4,600 federal, state and local governmental bodies. Letters were sent to the primary official of 15 federal agencies, the governor of each of the 17 states, 500 mayors and almost 1,200 other state or local planning units. In many instances these letters were sent to states or local areas which have no po-	Section 206(c)(1)(E) of the Act directs USRA to "solicit the views and recommendations of the Secretary of Transportation, the Secretary of the Interior, the Administrator of the Environmental Protection Agency and other agencies of the Federal Government and of the States and political subdivisions thereof within the region, and the general public." In complying with this provision, USRA sought the views of more than *4,200* federal, state and local governmental bodies. Letters were sent to the primary official of 15 federal agencies, the governor of each of the 17 states, *3,900* mayors and *500* other state or local planning units. In many instances these letters were sent to states or local areas which have no potentially abandoned

Reference	*Now Reads*	*Should Read*
	tentially abandoned rights-of-way within their boundaries. USRA adopted this policy so as to insure that any unit which might be interested in the planning process of neighboring jurisdictions would have an opportunity to express its views. Finally a notice inviting comments for alternative uses of the rights-of-way from the general public was placed in the *Federal Register*, May 16, 1975. As of July 18, 1975, USRA had received fewer than 75 responses. Although there have been several contacts with representatives of the federal agencies, only the Department of the Interior submitted suggestions for specific lines. The Department of Commerce, the Energy Research and Development Administration, and the Rail Services Planning Office have offered some general comments.	rights-of-way within their boundaries. USRA adopted this policy so as to insure that any unit which might be interested in the planning process of neighboring jurisdictions would have an opportunity to express its views. Finally a notice inviting comments for alternative uses of the rights-of-way from the general public was placed in the *Federal Register*, May 16, 1975. As of July 18, 1975, USRA had received fewer than *80* responses. Although there have been several contacts with representatives of the federal agencies, only the Department of the Interior submitted suggestions for specific lines. The Department of Commerce, the *Nuclear Regulatory Commission, the Department of Transportation* and the Rail Services Planning Office have offered some general comments.
Page 519 text	None; new language.	Add paragraph to end of text reading: *Table 2 reflects the line segments excluded from the restructuring system as of April 7, 1975. In a few cases all or a portion of a line has been either included in the restructuring system or recommended for transfer (in whole or part) to a solvent carrier. In such cases, continued use of the line in rail service will take precedence over the suggested uses shown.*

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